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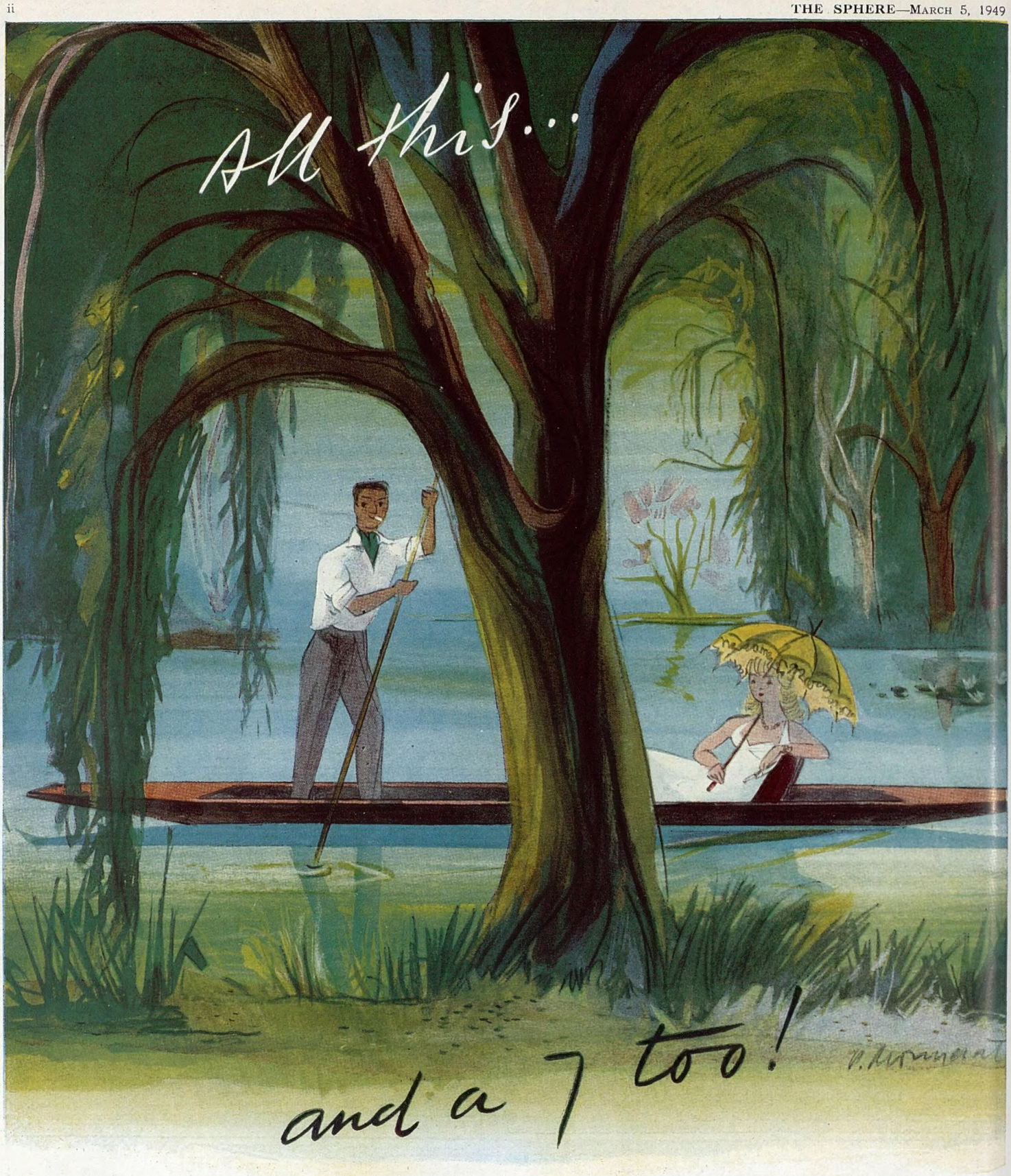

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Volume CXCVI No. 2561 The SPHERE, London, March 5, 1949

THE SPHERE
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The Empire's Illustrated Weekly

THE PRIVATE WEEK-END CONFERENCE OF THE LABOUR PARTY—MR. HERBERT MORRISON, ONE OF THE ARCHITECTS OF LABOUR'S NEW FIVE-YEAR PLAN, STROLLING IN THE GROUNDS OF THE WORKERS' TRAVEL ASSOCIATION GUEST HOUSE AT SHANKLIN, ISLE OF WIGHT: Left to right—Mr. Philip Noel Baker, M.P., Miss Alice Bacon, M.P., Captain Mark Hewitson, M.P., Mr. Herbert Morrison, M.P. (Lord President of the Council), Mr. James Crawford (National Union of Boot and Shoe Operatives), Mr. Wilfred Burke, M.P., Miss Margaret Herbison, M.P., and Mr. Woodburn, M.P. (Secretary for Scotland)

The conference of Socialist Ministers and members of the Labour Party Executive was held at Shanklin during last week-end and had as the main item on the agenda the discussion of the Party programme for the next General Election. Altogether about sixty people attended this house-party, including twelve trade union members of the Executive, and last Saturday night, after a day of deliberations, the entire company joined Mr. Attlee in an official dinner. No definite decisions were made at the Shanklin Conference, as those would fall to the National Executive Committee of the Labour Party at their meeting this month. Mr. Morrison, as chairman of the Policy Committee, opened the discussions, expounding the draft programme, of which every member had a copy. In a subsequent Press conference he emphasised the harmony of the Shanklin meeting. There were indications that the next five-year plan called for "consolidation" and limited nationalisation. A special train brought the Ministers and members of the Executive back to London on Sunday night (see also page 327)

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A LONDON NEWSLETTER

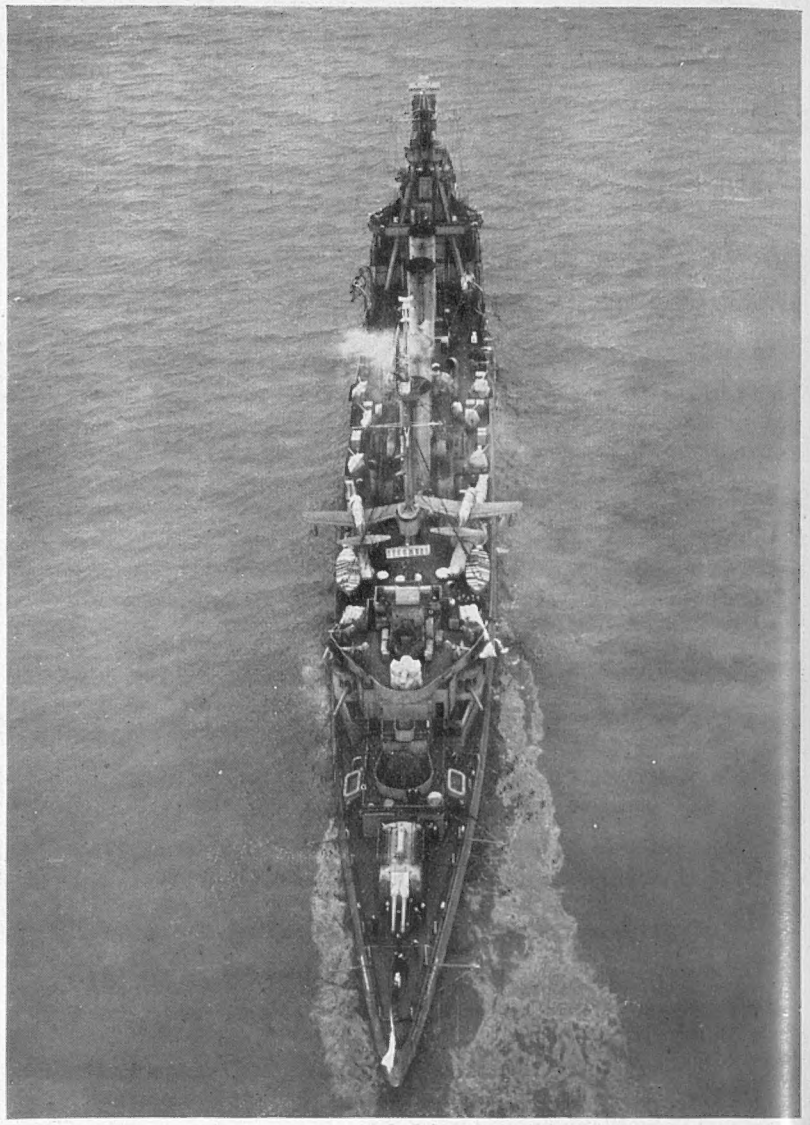
1, NEW OXFORD STREET, W.C.1.

Hammersmith Key Election.—Both sides in the Hammersmith by-election seemed to agree that this at least was a "key" election, and they threw in their reserves and brought every available gun to bear—and the fire was at point-blank range over open sights. I won't re-catalogue the "big and little loaves" presented on the trays. I think there was justification on both sides for labelling this election a "key," if only for the reason that a key has two clear functions—it can open a door or lock it, whether that door be a door which hides mysteries, or hopes, or fears. Hammersmith, at any rate, could not have ranked as "one more Socialist stronghold"; though it has always had a strong Socialist faction in its electorate, its majority in the 1945 "landslide" was less than 3,500, and it is near neighbour to more than one Tory stronghold. It cannot be argued in this case that the Conservatives were caught unprepared, that Socialist organisation and fire were more shrewdly and fiercely brought to bear. The Conservatives used every weapon and all the big guns in their armament and started in as quick as their opponents. What riddle does the turning of the key resolve? It did what it always does—in by-elections. It opened and it closed a door. But, as a rule, a by-election is not fought under the same conditions as a general election. It is much more concerned with personalities and local matters than with broad national issues. Still, Conservatives *could not have found a better candidate.* My conclusion is that South Hammersmith locked the door on Conservative high hopes and opens the door to another year of Mr. Attlee's present Government and a prospect of another five years of Socialist rule with an adequate majority starting in 1950. The facts, if sombre to many, are clear to read. There have been 48 by-elections in the life of the present Parliament. The Socialists have held 31 seats and lost 1. The Conservatives have held 12 and gained 3, 2 from Independents. Such a tempo of reaction would require ten years before it could wipe out or reduce to a chancy state the present Socialist majority.

Tory Stocktaking.—After Hammersmith and before Sowerby, the Conservatives have been taking stock and the Socialists dressing their shop-window for the coming season. It may be that pessimism and optimism alike were exaggerated and that Sowerby may adjust the balance. But Hammersmith was a shrewd blow to Tory hopes. Some said the Great Cham must make way for Mr. Eden, many declared that his intervention at Hammersmith did harm to the cause. There are not many giants in the history book of English politics, and while there is one and his energies and wits remain unimpaired, reason would that he should be used by the party that owns him, the country which venerates him and owes so much to him. Such a man is the ace of trumps, not the joker, and indeed Mr. Churchill's authority, influence and potential remain as great as ever. But that is not to say that the Tory organisation for elections is perfect. The party political broadcasts, the by-election record, the debates in Parliament, and speeches outside, all go to prove that in the party dog-fight, possession is nine-tenths of success. Mr. Churchill's hands are full enough and his mind perhaps is too big for the details of tactics. I speak as a Liberal at heart, who, disillusioned of Liberalism, yet feels that a change of Government would be healthy, even if short-lived. And I am convinced that bludgeoning of everything the Socialists have done or propose to do cuts no ice with the waverers. The average voter, too, may vaguely approve the ideals of liberty and individual initiative, but in the present state of his world he is much more concerned with the amount of butter he can put on his day's loaf. The Tory party does indeed need to overhaul again its tactician staff and organisation, and to leave Mr. Churchill free for global strategy. It is, as I say, much easier for the Socialists to set forth a tray of attractive brass tacks, but that is not to say that all that glitters is taken for gold.

Budget Prospects.—Turning back to such notes as I file concerning public opinion on current events, I find that last spring a fairly general impression existed that we had reached the peak of public spending and that such a breath-taking Budget as that of 1948 would be a peacetime record *pro tem.* The optimists, indeed, looked to tax relief. The national services and utilities had been set on their legs, and would stagger forward without further help, releases from the Forces would slightly reduce the Service votes and the Government (at last) had come to see the need for an example in economy from the top. Such and suchlike were the optimistic arguments. What a shock, then, on the eve of a new Budget to find a little miscalculation on the wrong side amounting to what in my youth would have been an astronomical national, all-embracing Budget! NATIONAL HEALTH.—Paying its way? No; it will require £260,000,000 against an estimated £150,000,000 in 1948. MINISTRY OF FOOD.—Add another £100,000,000 to the generous forecast made last year of this year's requirements—£320,000,000. AGRICULTURE.—Multiply the guess by four. EDUCATION AND INSURANCE.—Vastly underestimated money needs. Chancellors nowadays invariably plan on a huge estimated annual surplus. Where is Sir Stafford's, and where the hopes of lower direct taxation and cheaper beer and baccy? They are gone with the wind of spending which blows as strong as ever from Whitehall. I don't believe it is the opinion of Sir Stafford, but I can quite believe that the rest of the Government and *all* their supporters conceive that this little gap can be filled again by a raid on the hoards of the "wealthy." I doubt it.

The Anomalies of Salaries.—If you consider the cost of living to-day, the "incidence" of taxation, the salaries deemed appropriate for the heads of Government-controlled bodies under Nationalisation, it is hard to resist the claim that £5,000 a year is not too high a gross salary for the Permanent Head of the Treasury or £4,500 for the President of the Board of Education, and so on. Yet this proposal for raising the basic salaries of the chief permanent Civil Servants brings vividly to our minds the chaotic muddle which exists nowadays concerning the whole question of due reward for services rendered. It is, of course, more absurd and fantastic in America than in England. In the States the astronomical rewards go to indifferent film artists whose chief merit lies in a fortuitous screen appeal to the half-educated, and, of course, to the heads of monopoly corporations. In this country the anomalies are more glaring, and some of the grounds on which the assessment of fit rewards is still based no longer exist. Chief among these is what is called "keeping up appearances." For these ends, £5,000 under present conditions is not too much, if, indeed, it attains its ends. But does it, even assuming the existence of "Society"? And what of the country parson for whom £450 a year is still deemed a reasonable reward? The importance of *his* job to-day is stressed and repeated from the housetops. His need to be freed from financial worry, to entertain, to cut a dignified figure in his local society, and beyond, was never so obvious. Medicine, agriculture, above all education, provide examples not less contentious and startling and anomalous. For on what slender threads does the future of civilisation and of this country depend, if not on the minister of religion, the G.P., the farmer and the village schoolmaster? Between them, they hold the keys of heaven and hell. The conclusion? We accept £5,000 a year as appropriate for the Permanent Secretary to the Treasury, and add this rider: "Are we all mad together in a topsy-turvy world, and does not all sanity cry out for a revision of basic salary scales in the higher professions *from the bottom* and not from the top? For if there is to be any national Treasury to control a generation or two hence, it will be due to the vital services rendered in the next decades by the parson, the doctor, the schoolteacher and the farmer.



THE RUSSIAN CRUISER "MURMANSK" CALLS AT PORTSMOUTH: The warship seen from the air at Spithead as she was about to put in to refuel and take on water before proceeding across the Atlantic. The "Murmansk" is on her way back to the United States, where she is to be repatriated under the terms of the Four-Power Protocol. The "Murmansk" was formerly the U.S. cruiser "Milwaukee," and was transferred to the Soviet Navy on April 20, 1944, under the Lease-Lend scheme. The cruiser carries ten 6-in. guns and has a speed of 25 knots. She is of old-fashioned appearance and is quite obsolete by modern standards. Like the "Royal Sovereign," recently returned to Britain, "Murmansk" will probably be scheduled for the shipbreakers after her re-transfer

War and Peace.—Peace (or at any rate, a temporary pause in scrapping and sniping) is stumbling back in the Middle East, thanks to the tact and patience of a coloured statesman. It looks as if in that quarter of the world, even the least responsible and most hot-headed have come to see the utter futility of war as a means of settling anything permanently, or indeed beyond a few months of *reculer pour mieux sauter* by the defeated side. The endless adventure—the vicious circle trundled by fools—has for the moment brought the contending factions to a dead end and a pause for reflection. But it is not so with the cold war. The new season of war alarms approaches, and the immediate effects of cold-war victory and defeat are not so predictable. Accordingly, cold war is not so patently futile and absurd. The Orders of the Day by Russian Marshals on the thirty-first anniversary of the Red Army were as sabre-rattling and blatant and brutal as ever. It is not surprising. Our little defence force is strained to breaking-point. Its gaps and weaknesses are advertised in Parliament. Whatever hesitation there may be among American politicians to put teeth into the Atlantic Pact is widely noticed and featured in the world's press. In Burma and Malaya fighting is still in fashion and the Communists by no means convinced of its futility. There is nothing to persuade backward races of the futility of war except the immediate devastation of final defeat or the slower realisation of the inexorable and insoluble economic problems of victor and vanquished alike. And unfortunately human memory is not guaranteed to do its job for longer than a period of months, not of years.

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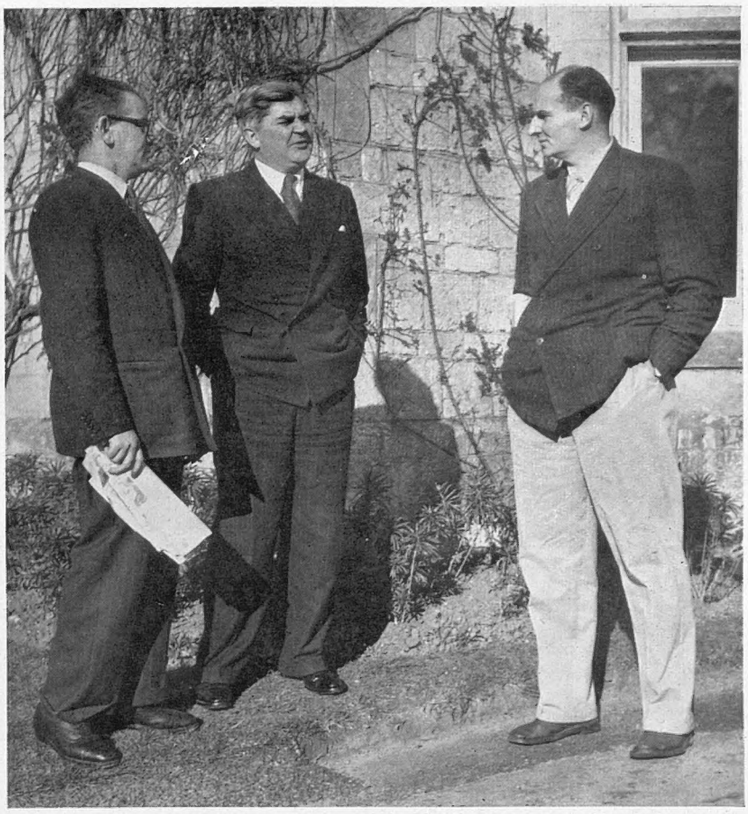
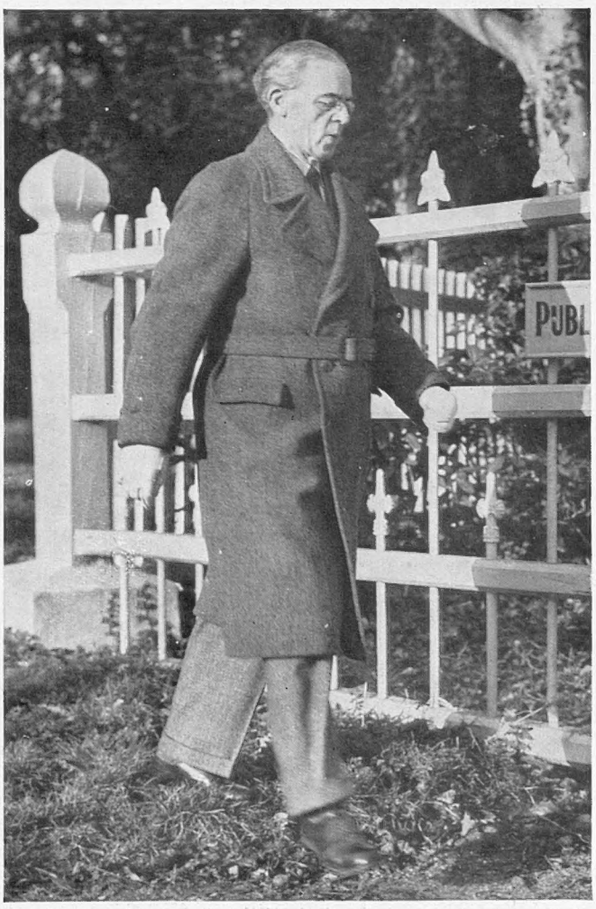


SUNDAY MORNING IN THE GROUNDS OF THE WORKERS' TRAVEL ASSOCIATION GUEST HOUSE AT SHANKLIN, ISLE OF WIGHT: *Left*—Mr. George Tomlinson, the Minister of Education, strolling with Mr. Bevin, the Foreign Secretary. *Right*—Mr. Morgan Phillips, the General Secretary of the Labour Party, with Mr. Aneurin Bevan, the Minister of Health, and Mr. John Strachey, the Minister of Food. The Manor House lies about a mile from the centre of Shanklin, and the sixty members of the house party spent most of the week-end in conference, when they debated the new five-year plan for the Labour Party. At intervals they strolled in the spacious grounds. Mr. Bevan and Mr. Wilson, President of the Board of Trade, did, however, pay a Sunday lunch-time visit to the local inn

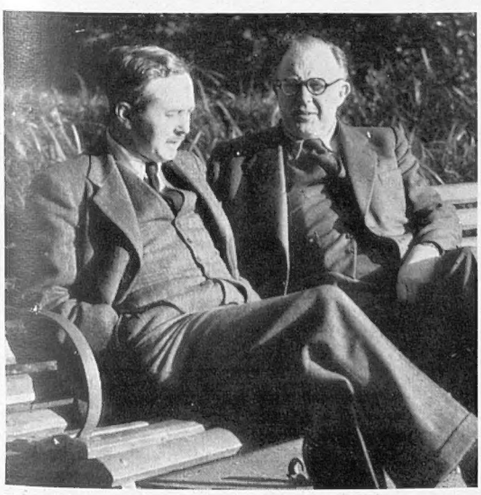
The SHANKLIN MANOR CONFERENCE

Leaders of the Labour Movement who Met to Debate the Party's Next Five-Year Plan

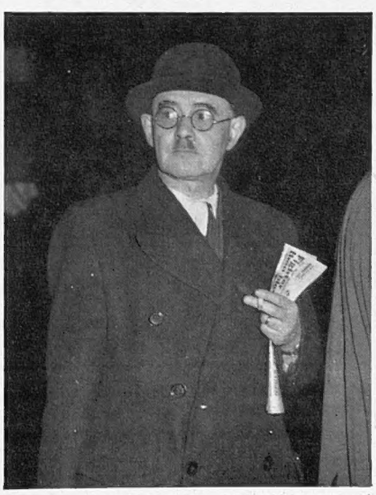
THE CHIEF ARCHITECT OF THE NEW FIVE-YEAR PROGRAMME: Mr. Herbert Morrison, Lord President of the Council and Chairman of the Socialist Policy Committee, went down to the gates of Manor House, the Workers' Travel Association guest house, where the conference was held, to speak to the crowd which had gathered at the entrance. With him were Mr. James Griffiths (holding his son) and Mr. Morgan Phillips, the General Secretary of the Party



SIR STAFFORD TAKES A CONSTITUTIONAL: The Chancellor of the Exchequer asked the Conference to consider their decisions with relation to the nation's finances; reminded them that the trade gap still remains to be bridged, and that heavy budgets will be necessary for many years to come



THE PRESIDENT OF THE BOARD OF TRADE AND THE COLONIAL SECRETARY: Mr. Harold Wilson and Mr. Arthur Creech Jones enjoy a chat in a sunny corner of the grounds of Manor House



HAROLD LASKI LEAVES WATERLOO FOR THE ISLE OF WIGHT: He is a former Chairman of the National Executive Committee of the Labour Party

IN QUEST OF EUROPEAN UNITY: Mr. Winston Churchill addressing the inaugural session of the Congress of the International Council of the European Movement in the Palais des Academies in Brussels. On Mr. Churchill's left hand is M. Spaak, the Belgian Prime Minister, who inaugurated the conference. "This is the hour," declared Britain's wartime Premier, "for another positive forward step towards the structure of United Europe." After the official inauguration, Mr. Duncan Sandys, Chairman of the International Executive Committee, spoke of the difference in character between the former Hague Conference and the Brussels Conference. The Hague Conference, he said, was a gathering of eminent personalities, invited in their individual capacities, but now they met as delegates of constituent organisations to form the council of a great international movement

MR. CHURCHILL IN BRUSSELS

THE RHODES ARMISTICE, AND RED ARMY DAY IN BERLIN

THE ARMISTICE BETWEEN EGYPT AND ISRAEL AT RHODES: Colonel Yigal Yadin (centre) and Dr. Waltar Eytan (on his left hand) about to sign the agreement after six weeks of negotiation. The agreement, which was signed at the Hotel des Roses, on the Island of Rhodes, ignores the Security Council's resolution of November 4 last year, which ordered the withdrawal of troops from positions held just before the Negeb Campaign. The Rhodes Armistice will form the basis of the eventual peace settlement between Israel and Egypt. In the words of Mr. Shertok, the Israeli Foreign Minister, "it secures for Israel unimpaired control over its entire territory in the Negeb, and in particular complete freedom of movement in its eastern part." Both countries have agreed not to undertake, plan or threaten aggressive action and to respect the injunction of the Security Council against resort to force. An Armistice between Israel and Transjordan is the logical development of the Rhodes armistice. The Rhodes armistice has been described by one spokesman as the product of six weeks of "intensive haggling"

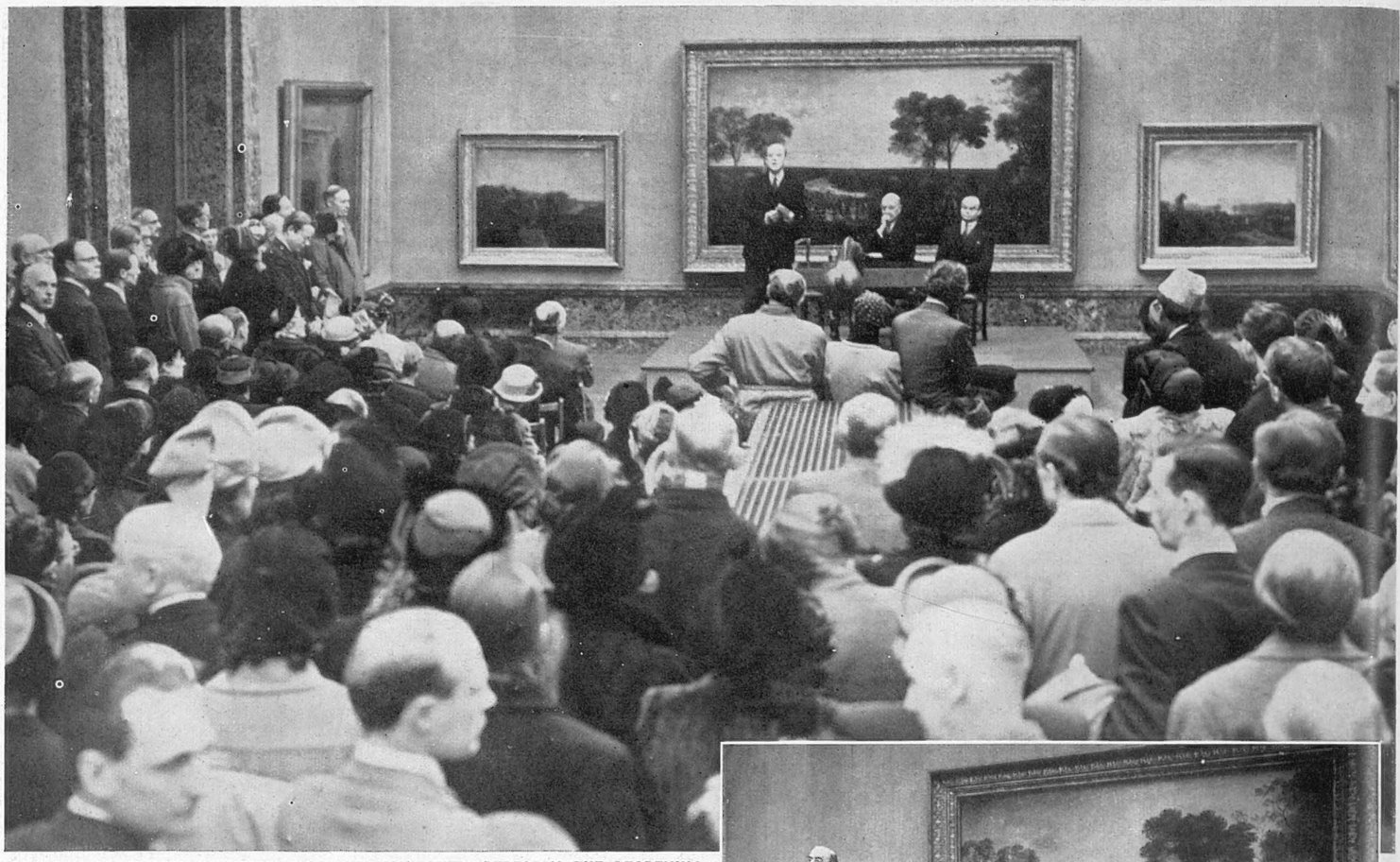
SOVIET TROOPS MASS BEFORE THEIR WAR MEMORIAL IN THE BRITISH SECTOR OF BERLIN: *Left*—The parade below the memorial steps and (*right*) wreaths being carried forward to the memorial. The occasion was the thirty-first anniversary of the formation of the Soviet Army. About 2,000 soldiers marched through the Brandenburg Gate to the Tiergarten, in the British Sector, in order to take part in the wreath-laying. Before the parade the Russian troops had heard a relay of a speech to the forces from Marshal Bulganin, Soviet Minister of the Armed Forces. While the wreath-laying was taking place the sky was loud with British and American planes pouring into Gatow on their air-lift routine. For the second day the air-lift set a new record, 7,897 short tons of supplies being flown into the blockaded city. There was one embarrassing moment during the wreath-laying when nine officers of the Yugoslav Military Mission drove up in two battered automobiles. According to Sidney Gruson, of the *New York Times*, the Yugoslavs stepped between two Russian units and marched to the memorial to place a wreath. The Yugoslav colonel in charge saluted the Russians. Two of the five Russians slowly saluted in return. The others looked away

THE KING RETURNS TO LONDON

After Seven Weeks Convalescence at Sandringham

After seven weeks of convalescence at Sandringham the King came back to London last week, travelling by train from Wolferton to King's Cross. The King, in bowler hat and grey overcoat, was first out of the train. With the Queen, who was in dove-grey trimmed with fox fur, he spoke to railway and police officials, including Sir Eustace Missenden, the chairman of the Railway Executive, and Sir Harold Scott, Commissioner of the Police of the Metropolis. Crowds of people cheered Their Majesties on their departure from the station and on their arrival at Buckingham Palace, where the Royal Standard was hoisted for the first time since January 8

THE KING AND QUEEN DRIVE THROUGH LONDON ON THEIR RETURN TO BUCKINGHAM PALACE: *Above and below*—These three pictures were taken through the windows of the Royal car as Their Majesties left King's Cross. As the King walked to the car he appeared to move with only a slight limp. A crowd gathered at King's Cross behind the crush barriers, and the general verdict was that His Majesty appeared very much fitter than when he went away

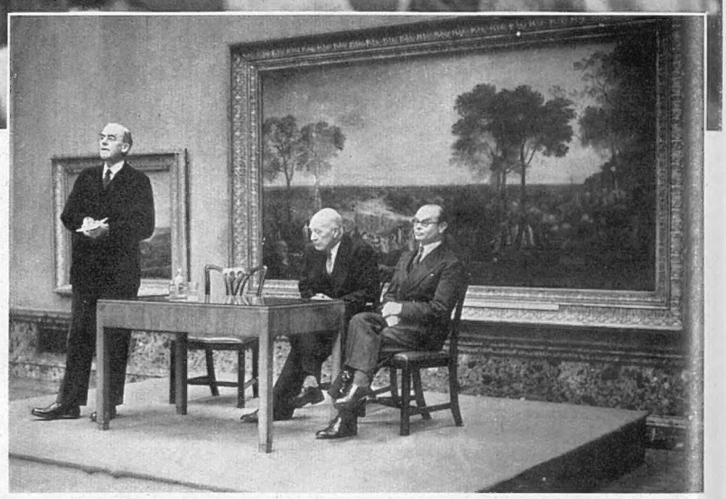


SIR STAFFORD CRIPPS, CHANCELLOR OF THE EXCHEQUER, PERFORMS THE REOPENING CEREMONY IN ONE OF THE TURNER ROOMS AT THE TATE: The ceremony marks the complete restoration of the Tate from the war damage which for a while reduced the number of galleries in use from thirty-four to six

THE TATE COMPLETE

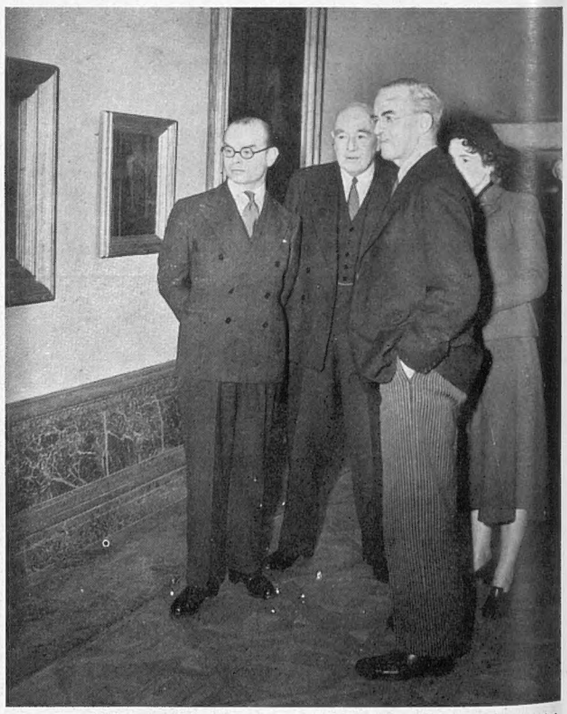
Sir Stafford Cripps Conducts the Official Reopening

Sir Henry Tate, who made a fortune from his patent for cutting sugar loaves into small cubes for household use, employed his wealth in a host of benefactions, and by far the greatest of them was his presentation to the nation in August 1897 of the Tate Gallery. The Tate suffered severely from the blitz during the Second World War, its thirty-four galleries being reduced temporarily to six effective galleries. Now the process of restoration is complete, and last week a big gathering of art lovers attended the reopening ceremony to mark the occasion. Sir Stafford referred to the Tate in his speech as "a modern dynamic art gallery." He mentioned also the benefits of the Government grant enabling the Tate to purchase many British paintings from the seventeenth century to the present day. Before the war the Tate had to rely on public benefactors



"THE TATE HAS ABANDONED ITS ROLE AS STATIC CURATOR OF THE GLORIES OF THE PAST AND HAS COME OUT AS A MODERN DYNAMIC ART GALLERY": Sir Stafford Cripps speaking at the official reopening of the full range of rooms. On the platform with the Chancellor are Sir Jasper Ridley, Chairman of Trustees, and Mr. Rothenstein, Director

THE CROWDED TURNER ROOM AT THE REOPENING: In the centre of the front row is Lady Cripps, wife of the Chancellor of the Exchequer. Two more Turner galleries are among the latest rooms to be reopened at the Tate, and in one of them a selection of water-colours will be changed at intervals in order to deal with the current problem of overcrowding

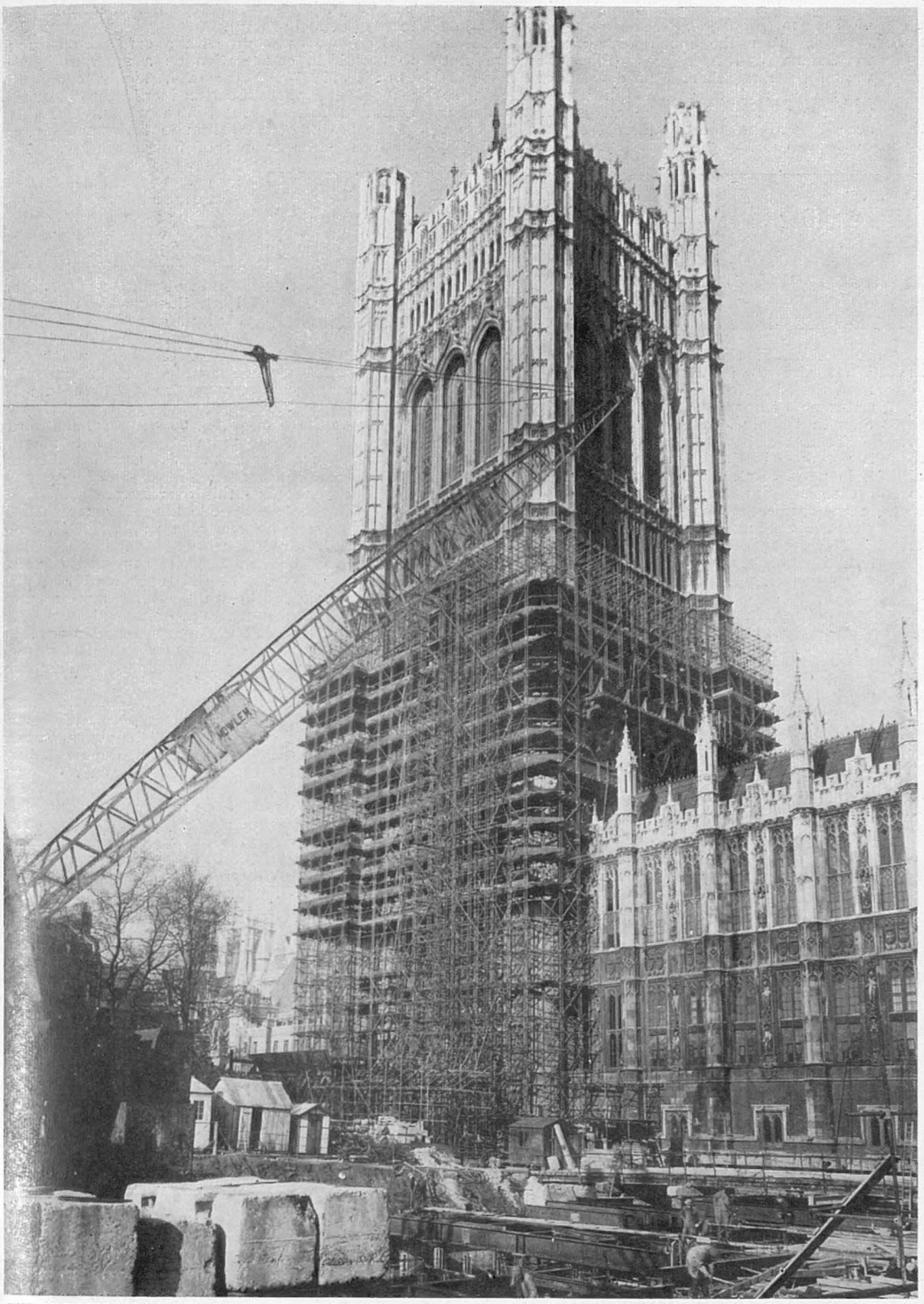


SIR STAFFORD TOURS THE GALLERIES: The Chancellor with Mr. John Rothenstein (left), the Director of the Tate, and Sir Jasper Ridley, the chairman of the Trustees. Mr. Rothenstein has been Director of the Tate Gallery since 1938

50 MILES OF SCAFFOLDING ON THE VICTORIA TOWER

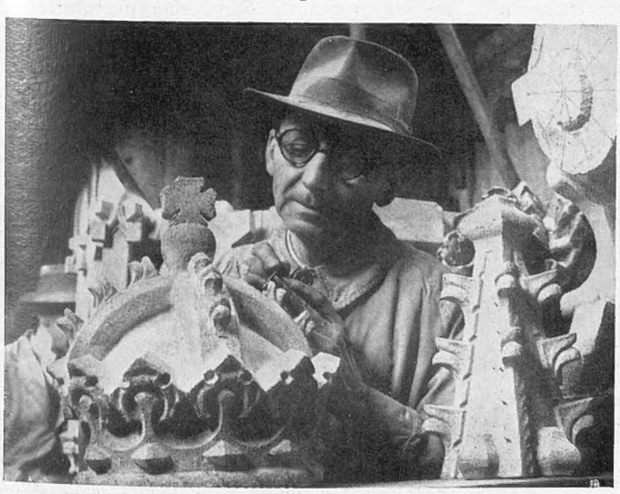
The Progress of Restoration Work at the Houses of Parliament

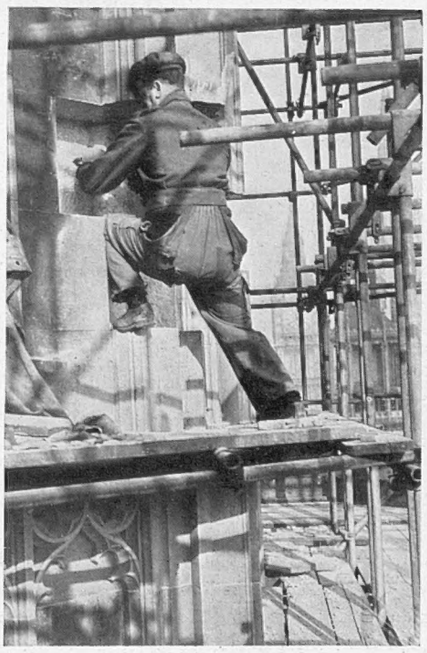
While work goes ahead with all speed on the rebuilding of the House of Commons, which was completely destroyed during the blitz, the general task of restoration on the exterior of the Houses of Parliament is also continuing. No fewer than fifty miles of scaffolding now adorn the Victoria Tower, and there is more to come. Masons are engaged in replacing defective stonework, and it is reckoned that the task will take them until 1957. The new Chamber of the House of Commons will be finished in 1950. The Victoria Tower, the largest of the three towers of Parliament, is 75 ft. square and reaches to a height of 336 ft. A light in the clock tower by night and the Union Jack (or, when the King is present, the Royal Standard) by day indicate when the House is sitting. The stone now being used in the restoration of the Tower is the same as that which is clothing the exterior of the Commons. It comes from the famous Clipsham quarries in Rutland, and particularly commends itself for its fine wearing qualities. The original building material, magnesian limestone from Anston, in Yorkshire, has not stood the test of time, and in places it is found to be crumbling badly.

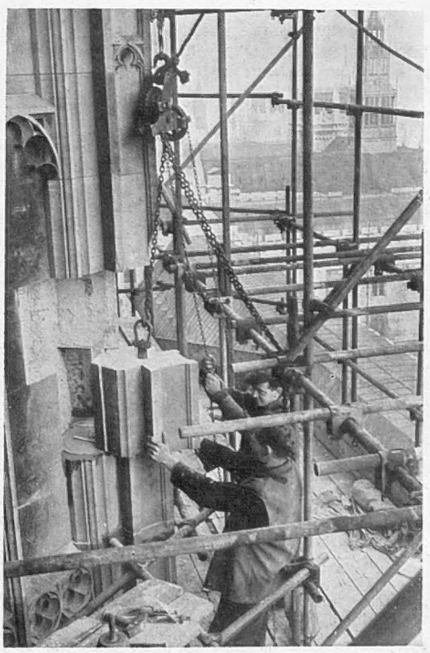


THE VICTORIA TOWER CLOTHED IN SCAFFOLDING: A view from the Tower Gardens, showing restoration work in progress on the face of the building which has been in existence less than 100 years, but is crumbling badly because of the nature of the Yorkshire stone originally used. The quarries of the smallest county, Rutland, are now furnishing the Clipsham stone for the restoration of the Tower. In the new foreground can be seen steel girders forming the roof of the new boiler-house

DRILLING A HOLE FOR A DOWEL: A craftsman at work on the face of the Victoria Tower. The sculptures on this part of the Tower are for the most part modern representations of members of the Royal family







THE WORK OF THE STONEMASONS ON THE VICTORIA TOWER: *Left*—Examining decorative stonework removed for repair from the Tower. *Centre*—Preparing the position for new stone facing. *Right*—A block of Clipsham stone being manœuvred into position. This task of restoration is likely to take at least another eight years. At the moment there is a considerable shortage in stonemasons, and a recent Government report indicated that the recruitment of apprentices was creating a serious position in the building industry. This more than any other factor will contribute to the delay in completing the repairs at Westminster

SPARKLE AND SHADOW IN THE CARIBBEAN

The Need for International Co-operation Among the Islands

By FERDINAND TUOHY

THE contretemps in the Leeward Islands is itself an extravaganza crying out to be set to music—instead of the Governor falling back on *Pinafore*, or Gilbert and Sullivan gone native.

One can almost hear that competitive contemporary concert, which is the Calypso, weaving about H.E., who preferred an old felt hat to feathers, a pipe to a scimitar blade, a pally saunter in the sun to progress by royal car; and the white whispering from the wings, and the chorusing of bold sugar barons.

Should some would-be Noel Coward try his hand (why not the maestro himself?), he would find himself right in the topical swim, since the spotlight has seldom lifted from the Caribbean in latter times. An eventful variety of causes may be adduced: economic, political, social, demographic. Throw in riots, hurricanes, the clash of personalities, the swarming of tourists-*de-luxe*, even the prowess of cricketers and athletes, and West Indian notoriety becomes vividly enough set in the mind.

The latest addition derives from world strategy. For weeks to come, the United States will be staging their "biggest ever" land, sea and air manœuvres off their Puerto Rico. Over 100 ships of the Atlantic Fleet, several hundred aircraft, and 35,000 troops (including Canadians) are taking part, and the *clou* will be a mock attack with an atom bomb and guided missiles.

This is the first time the Americans have moved from Cuba for such exercises, and the explanation lies in the mounting importance of the West Indies zone both in defence of the Panama Canal and on account of its strategic position as a supply route to Africa and the Middle East. Puerto Rico is more central than Cuba, on the rim of islands that enclose the Caribbean.

At the same time "budget restrictions" are given as the cause of another American change, evacuation of the air bases in British Guiana, St. Lucia and Antigua, which passed to the United States until 2040 under the ever-memorable destroyer deal. But the Americans can go back when they like.

"Caribbean history has been written by the aggressors," wrote Rosita Forbes, as she planned to settle in the Bahamas. "The advantage—when Britain, France and Holland flung themselves against the fortifications of Spain—was always with the attack. The vitality of Europe in the Western Atlantic ebbed with the tides of discovery and occupation, while the first indications of an American age were consistent with swift, effective conquest in Cuba and Haiti."

That the Caribbean is geographically an American sea is plain, yet its future is as problematical as well could be. Will the West Indies zone combine to form a new and greater Central America? Will parts of it federate? Alone? In harmony with Europe and the United States? Or looking only to the latter colossus? Will existing separations, with their resultant confusions, willed by none more than by coloured demagogues and firebrands, continue to prevail?

Somehow the French and Dutch possessions manage to keep relatively out of the glaring limelight so typical of this sea of vivid blues and greens, and shores equally highly-toned.

The centre of French culture survives at Port-au-Prince, capital of Haiti, if Guadaloupe and Martinique are the official homes of the Tricolor. Holland's neat and efficient Curacao goes ahead on oil refineries, liqueurs and scents. Of course, both Paris and The Hague must eventually be drawn into the hectic problem of Caribbean readjustment. At this stage, however, the focus is on the British West Indies.

This group, including Jamaica, covers 12,000 square miles, with a population of 2,500,000. Principal exports are sugar, rum, cotton, bananas, coffee and cocoa. Yet it is false to consider the islands without bringing in two colonies on the mainland, British Guiana and Honduras, which have nearly half-a-million inhabitants between them, and export gold, diamonds, timber, rubber, rum, sugar and matches.

The situation in Honduras, which is about the size of Wales, at once poses what is, perhaps, the major British problem: a switchover of populations. The total area of all the British West Indian Islands is less than that of Honduras alone—and the latter has only 60,000 people!

Climate and soil are much the same on mainland and islands, each a-burst with fertility. Yet, confronting empty Honduras, is densely-populated Jamaica, which was recently referred to as "a sunshine slum," although Barbadoes tops them all with 1,200 persons to the square mile (England, 730).

A plan is afoot for the eventual migration of 100,000 people, including some 25,000 adult workers, from the much over-populated islands to Guiana and Honduras (Europeans are not wanted). But schemes of development have to be phased and migration timed accordingly, so that the process could take all of ten years and, according to the latest estimate, cost anything up to £25,000,000.

And what is the inevitable reflection that insists? What else than that, having resettled 100,000 from the islands by 1959, the populations of these self-same islands will have increased by far more than that figure long before 1959.

To talk of birth control, to whisper "Malthus," is not done in the West Indies, any more than it is in parts of Britain; anyway, the requisite comprehension and restraint would never eventuate in the tropical, sensuous Caribbean, where human passions remain so lit by Africa.

Nevertheless, there's no standing still while lush Nature climbs and entwines. Conferences follow one upon the other, whose aim is to sift out a radically different order of affairs in the British West Indies. They received a fresh impetus when Venezuela demanded the "liberation" of the West Indies at the Pan-American Conference at Bogotà which ended with Communist banditry, for Venezuela singled out British Guiana and British Honduras.

Major conferences have met at Montego Bay, Jamaica's haven for tired dollars and their feminine attachments, and at Bridgetown, Barbadoes, when first definite approaches were made to a Caribbean Dominion within the Commonwealth. At Montego, the principal figure was Sir Hubert Rance, now in the Leewards.

Nearly 3,000,000 persons of varied complexions, cultures and racial backgrounds are affected, and despite a wide desire for closer union, there is much anti-federation feeling, based on racial grounds, economic and political differences, and insular prejudices. Bermuda and the Bahamas are for some reason not considered part of the British Caribbean colonies, and the problem has been rendered still more difficult by backsliding on the part of Jamaica—or, better said, of its Mr. Bustamente (formerly Clark).

Here we come up with a cardinal obstruction to Caribbean co-operation on a saner, long view. The islands breed colourful, highly combustible demagogues whose politics veer with the suddenness and force of local high winds. There is a strong streak of revivalism in their make-up, and an even stronger one of irresponsibility. These half-breeds and ebony-faced men love the limelight, love posturing and orating. While despising the whites, they want to be so white-*seeing*.

Something from Toussaint and Henri Christophe throbs within them; they see to that. Hark then at the recent proclaiming of Bustamente, Jamaican Minister of Communications and leader of the Labour Party, as he fulminated at the Colonial Office and the British Government for "putting England first and last and the West Indies nowhere." That is the grand manner of the demagogue, as also were his words: "The Imperial Government does not mind if Jamaica sinks or swims as long as England recuperates."

The exception to this over-fervent line is said to be Jamaica's ascetic-looking Norman Manley, who is claimed by our own ruling T.U.C. to be the real Labour leader, not Bustamente, who is alleged to be furthering capitalistic vested interests, he who once used to set the rioting in train. What matters more, is that Bustamente now believes that "political federation is impossible at present," since he has the last word in dominant Jamaica unless and until his constituents say him nay.

Over in Trinidad the situation is most confused owing to this island, "dripping with oil," having apparently dispensed with parties, the result being that every politician is against every other politician.

Granted the rapacity of many of the whites, admitted their lagging attention to West Indians' well-being, there none the less remains the unassailable fact that Western democracy, and especially the Labour doctrine, have gone to the heads of the native politicos.

These fellows of a mixed and fiery past can rabble-rouse, and not without much provocation, but they have yet to show that their sun-steeped natures, in which violence alternates with indolence, and arrogant class-consciousness with sudden, unexpected servility, will allow them to plant their feet coolly and solidly.

Too easily to the fore can come a Labour leader like Uriah Butler, who stirs up bloody riots as he goes about, proclaiming himself to be the "Chief Servant of God."

As if the Caribbean did not of itself hold sufficiently combustible material, it has pleased the whites to turn it into "the world's wealthiest playground," where the sun and the rum cocktails are equally knock-outs, where human pulchritude challenges Nature in her most stunning garb, and ostentatious spending hits an all-time high.

It is all very well to say that luxury-tourists bring dollars and pounds to the islands. We don't hear so much of the added excitability and antagonisms that are bred among people of colour as they behold liner-loads of visitors "letting their hair down" regardless of expense in surroundings freely of poverty and squalor.

According to Mr. Butlin, the most blessèd corner, Grand Bahama, can be "one of the biggest dollar earners" for Britain. He has bought 3,000 acres on the tip of the island nearest to U.S., and there he will open "Vacation Village," where only dollars will be taken—to the tune, it is hoped, of a quarter-of-a-million a week.

Yet Mr. Butlin may be on the right track, from the coloured folks' standpoint. A few more scattered "villages" for gaudy escapists, and quite a large number should be drawn off and segregated, in the way of all holiday camps.

I permit myself two reflections.

First, the importance of the ability, character and personality of that lord-high-everything, the Governor.

Secondly, again the cry which is beginning to grow familiar: "Allies Forward Together!"

To-day it is futile calling one another "Allies," unless we are out-and-out allies in everything. The Dutch, the French, the Americans, the British, are pulling together in the world struggle. What if they thought of doing the same, in a practical way, in the Caribbean? American finance and "go"; British administration; French imagination (was not Ogeron the last great Caribbean colonist?); calm Dutch efficiency.

"LONE STAR" WINS THE LIPTON CUP: Mr. George Lockwood's entry winning the sixteenth annual ocean race on a 28-mile triangular course off Miami, Florida. The Lipton Cup is usually regarded as a warming-up event for the ocean race from Miami to Nassau, which started on February 15. Mr. Lockwood hails from Charlestown, South Carolina

BERLIN and MUNICH

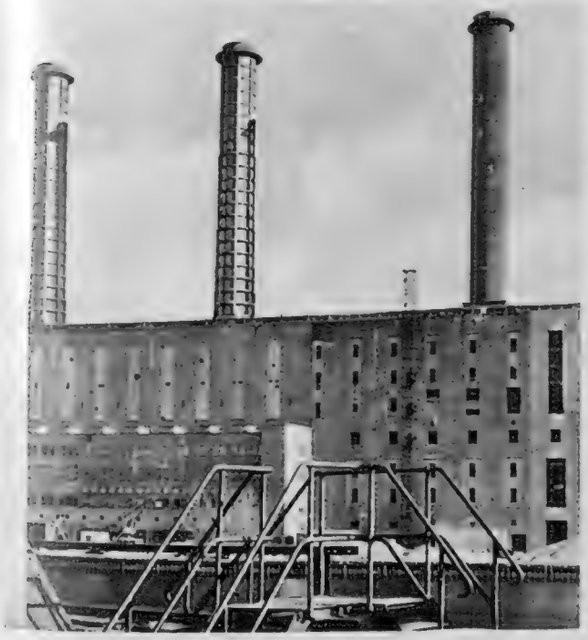
HOFFMANN AND SEPP DIETRICH APPEAR IN COURT: THE FAGIN RIOTS IN THE BRITISH SECTOR

JULIUS SCHAUB, AT ONE TIME HITLER'S ADJUTANT, IS ACQUITTED OF COMPLICITY IN THREE MURDERS DURING THE NAZI REGIME: Schaub, who is seen in the dock with his right hand cupped to his ear, is listening to the evidence of Sepp Dietrich (on right), former commander of Hitler's body-guard, as the latter is questioned by Dr. Templer, Schaub's lawyer. This interrogation took place in a Munich court to which Dietrich was brought from prison. Dietrich is serving a life sentence

HITLER'S OFFICIAL PHOTOGRAPHER, HOFFMANN, APPEARS IN A MUNICH COURT: Hoffmann is seen (left) showing a picture to Dr. Strasser, the President of the Court, during the trial on murder-complicity charges of Julius Schaub, Hitler's former adjutant. Hoffmann declared that Schaub was no more than a "glorified orderly" in the Nazi regime, and his evidence in general certainly played a large part in Schaub's acquittal. The reappearance of Hoffmann created particular interest. At one time he was reported to be a man of great wealth, mostly gleaned in copyright fees for exclusive pictures of the Führer, whom he accompanied at every public appearance

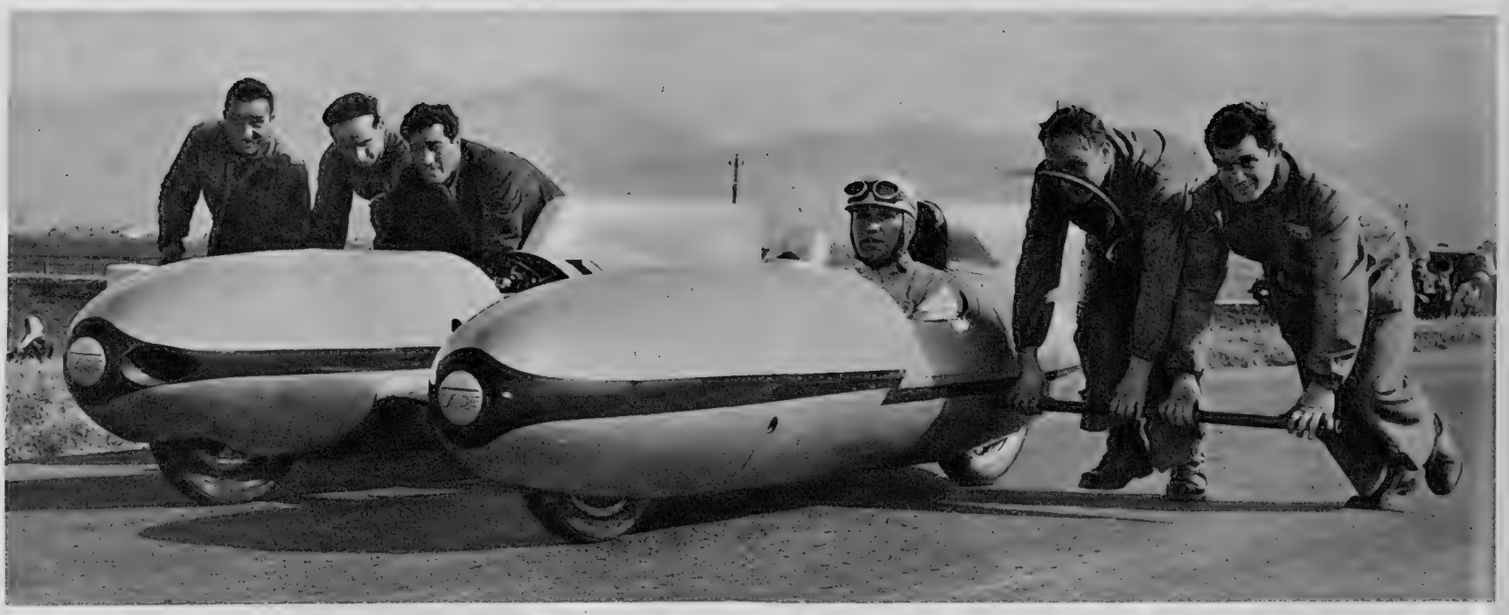
THE FAGIN RIOTS IN THE STREETS OF BERLIN—FIGHTING BREAKS OUT BETWEEN JEWS AND GERMAN POLICE: Police are seen breaking-up a gathering of Polish Jews who protested against the showing of the British film "Oliver Twist," on the grounds that the character of Fagin was objectionable and should not be portrayed on the screen in Germany. The demonstrators, numbering fewer than 100, were described in one account as Polish Black Marketeers, and it was stated that they had very little sympathy from the crowd in general. Although they were at least equalled by the German police, the demonstrators broke into the cinema

A GERMAN POLICEMAN OF THE BRITISH SECTOR USES HIS BATON ON ONE OF THE DEMONSTRATORS: This picture was also taken during the so-called Fagin riots. The only positive results of the unhappy episode have been to cause the withdrawal of the film from Germany and to increase German feeling against foreign Jews, a feeling that has only slightly died down with the passing years. It was agreed by Press observers that the bulk of the demonstrators were Polish Jews. These non-German Jews predominate in the Black Market on the Kurfurstendam



EQUIPPING THE REBUILT BERLIN WEST POWER STATION: The plant in the British sector of Berlin, which is being reconstructed following Russian dismantlement. Most of the new equipment has been made in the British zone, and is being taken in by the air-lift. It has created a problem for aircraft experts, however, who are now discussing in London and Washington the logistics of flying into Berlin the core of a new turbo-generator weighing 26 tons, and other units weighing 22 and 23 tons. At least four or five parts are too large for any aircraft now in Europe

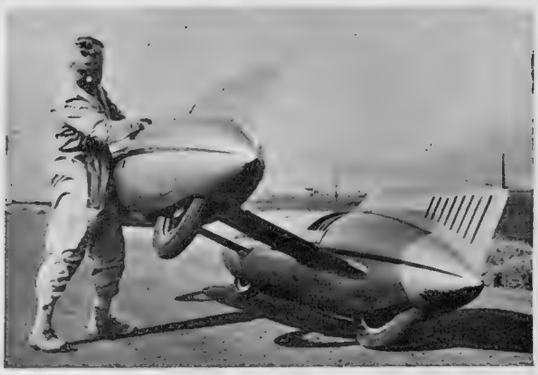
THE RUSSIANS BUILD A RAILWAY TO CIRCUMNAVIGATE THE WESTERN SECTORS OF BERLIN: *Left*—The new bridge over the Spree and (*right*) a crane at work at the bridge approach. This river crossing will be the most complicated engineering task in the completion of the new link. The fact that it has had to be built is proof of the effect of the British blockade on the Eastern sector, and exemplifies also the monstrous economic waste of the Berlin deadlock

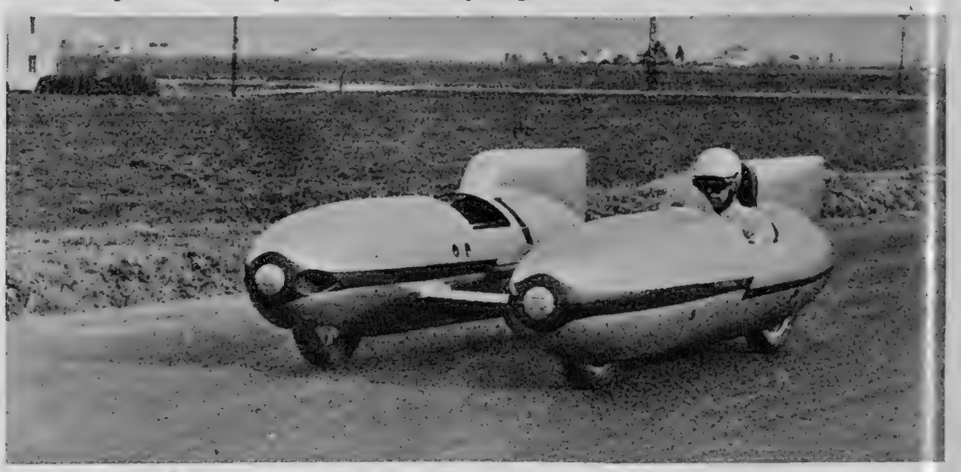


PIETRO TARUFFI IN THE TWIN-TORPEDO "TARF" WITH WHICH HE BROKE TWO WORLD'S RECORDS: This unusual double-barrelled midget racing car covered 5 miles at an average speed of 129·778 m.p.h. In the December 18 issue of The Sphere last year we recorded the unofficial records set up by Pietro Taruffi in his "Tarf," when he took the unorthodox racer out on the Brescia-Bergamo road. In the 500-cc. class he made the fastest time then recorded for the 1-kilometre flying start; the 1-mile standing and flying start; the 5-kilometres flying start and the five-miles flying start. Last month, he again attacked the records at Terracina, south of Rome. He covered 5 miles in 2 mins. 18·79 secs.; and the 5 kilometres in 1 min. 26·58 secs. at a speed of 129·057 m.p.h. Previously, both these records had been held by Major Gardner and his M.G. The twin-nacelle "Tarf" carries the driver in one side and the engine in the other. It stands only 3 ft. high. In the above picture, mechanics are pushing the car to a start with the aid of detachable rods

A DOUBLE-BARREL RACER

An Italian Midget Car of Unorthodox Design Takes Two World Records from Britain in the 500-cc. Class





THE TWIN-NACELLE RECORD-BREAKER AT TERRACINA: *On the left,* Pietro Taruffi demonstrates the extreme lightness of the "Tarf." *On right,* he is seen travelling at about 130 m.p.h. on one of the record-breaking runs. Taruffi is a well-known motor-cycle racing rider, and his 500-cc. car is powered by a Guzzi motor-cycle engine. The "Tarf" was transported to and from the track by lorry, it being a simple matter to push it up ramps on to the vehicle

MORRIS CARS FOR EXPORT: 1949 models being loaded on to the S.S. "Bencleuch" in King George V Dock. The "Bencleuch" left on her maiden voyage for Hong Kong and Singapore with a batch of the latest models of Morris Minors and Morris Oxfords from the Nuffield Organisation, taking up 95 per cent. of her cargo-load. The January export figures showed an increase of £13,500,000 on the previous month, and over half this increase was accounted for by machinery and vehicles which totalled £53,900,000

A MOTOR VAN DRIVES A BOAT: The "Precursor II" makes its way down the Thames, driven and controlled by a motor van. A Putney engineer has devised this unusual craft, which consists of a hull, equipped with gears, propellers and rudders. The rear axle of the van is jacked up and each wheel drives a propeller, while the differential gear is used to give extra manœuvrability. The front wheels are connected by a cable to the rudders, so that the steering-wheel of the van steers the boat. The owner claims that a vehicle can be driven on to the craft and connected to the gears and controls in about ten minutes. The ramps on which the vehicle enters and leaves the hull can be seen clearly in the stern of the craft

SHANGHAI AWAITS THE COMMUNISTS

Life in China's Commercial Capital in the Fateful Days of February

While all was panic in Nanking, with refugees hastening southward in great hordes in face of coming Communist occupation, the international seaport of Shanghai faced the collapse of the Nationalist regime with greater calm. Shanghai, a city of 6,000,000 souls, would appear to have food in plenty, but this is really a great illusion, as a spiralling currency, with which wages have not kept pace, has made it impossible for the majority of citizens to purchase anything but the bare necessities of life. As for the refugees, who are dwelling on every vacant lot in the city and the suburbs, their plight is wholly pitiful, and the children can be sustained only by receiving a daily supplementary meal from the United Nations Fund for the Children. Most of the homeless have built ramshackle shelters of bamboo. These camps, by reason of the material from which they are constructed, are constantly ravaged by fire, the homeless being made homeless once again. This aspect of Shanghai's life was shown in a series of pictures in THE SPHERE on February 12. The pictures on this page tend to show another side of life as Shanghai carries on in the face of the coming Communist occupation

LOOKING NORTH ALONG THE BUND AT SHANGHAI: An animated scene in China's commercial capital now hopelessly overcrowded by the flood of refugees from the battlefields. At the time of writing Shanghai remains on the fringe of the war picture, 100 miles from the line where Nationalist troops and Communists are entrenched. Food and luxuries are readily available at enormous prices, and hardly a day passes without another heavy fall in the yuan

THE LAST OF THE TSINGTAO EVACUEES ARRIVE AT SHANGHAI: 265 persons of twenty-four nationalities arrived at the Bund in this American landing-craft after journeying down the coast from Tsingtao, the China operating base of the United States Navy. The Navy abandoned Tsingtao at the start of February, leaving behind a detachment of Marines to protect foreigners during the transfer of the city to Communist control

SHANGHAI'S BUSTLING BUND: A Nationalist soldier, warmly clad in his padded winter overcoat, squats to eat a bowl of noodles bought from the street vendor. The price of this delectable dish varies from day to day, as does that of every other product. The chaos in currency has in part been created by the Communists, who have, by circuitous means, flooded Shanghai with paper money

MESSENGER OF DEATH: The little Shanghai newsboy whose papers contain news of grave tidings for the Nationalist cause, is rather more interested in the boats that throng the Bund and in the life of the city. The war that has been with China so long tends at times to become a common-place

IN A WELL-STOCKED SHANGHAI SWEET-SHOP: The vendor and his young son give welcoming smiles. Their plentiful supplies typify conditions in Shanghai at the present moment, where nobody need want if they have the money to pay. For the generality of the public every form of luxury is out of the question

A Foreign News Survey

FROM THE COMMONWEALTH AND THE WORLD AT LARGE

MR. ANTHONY EDEN ARRIVES IN AUSTRALIA ON THE THIRD LEG OF HIS DOMINION TOUR: The former Foreign Secretary stepping ashore at Rose Bay, on reaching Sydney. In New Zealand Mr. Eden had previously received a warm welcome from members of the Government and the Opposition, and at a mayoral reception in Auckland Town Hall no fewer than 3,000 citizens turned out to greet him. One of his first functions in Australia was to address a luncheon of 1,300 at Sydney organised by the United Nations Association, the Institute of International Affairs, the Royal Empire Society and the Institute of Industrial Management. Mr. Eden declared that while Empire ties must always come first, Western Union was none the less to be welcomed, if it could help to create more settled political conditions on the European continent. Mr. Eden paid a tribute to the kindness and generosity of Mr. Churchill, who, he said, "undertook extra burdens in his absence and encouraged him to make the journey to the Dominions." At Canberra Mr. Eden was the guest of the Government at an official luncheon, and his many other engagements included a visit to a sheep station

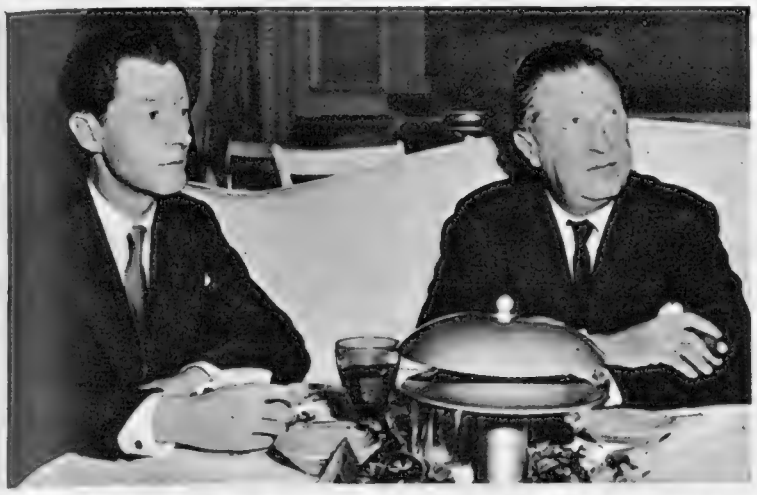
THE NEWLY-KNIGHTED SIR DON BRADMAN WITH LADY BRADMAN AND THEIR CHILDREN JOHN AND SHIRLEY: Sir Donald, who was to have received the accolade from the King in the course of his Australian visit, has just been on holiday with his family and this picture was taken on their return to Adelaide, their home town. Bradman's testimonial match at Melbourne in December yielded £9,424, which was reduced to £5,185 after entertainment tax and expenses had been deducted. The presentation to him finally amounted to £9,342, and this was made at an official luncheon in Adelaide in the course of the Sheffield Shield match between South Australia and West Australia. Donations received for the fund included £125 from the M.C.C. Last week it was announced that Bradman would play for South Australia in the testimonial match on behalf of the former Test player, Arthur Richardson

REFUGEES LEAVE THE KAREN STRONGHOLD OF INSEIN AS A TEMPORARY HALT IS CALLED IN THE CIVIL WAR IN BURMA: Non-combatants trekking with their few belongings along the railway to Rangoon. Six thousand people, mostly Indians, took advantage of the cease fire, and the last to be evacuated were forty-five British nationals who had been held prisoner by the Karens in a seminary. The latest troubles in Burma brought about by hot-headed members of the Karen tribes have placed the Burmese Government in a position of extreme difficulty, as the Burmans have fully recognised in principle the need for a Karen State within the Burmese Union, and they have already made far-reaching concessions. It is hoped that wiser counsels will prevail among the Karens, and that they will see the uselessness of fighting against those who really concede their claims. The Burmese Constitution provides for a separate Karen State, and at the time of writing a Regional Autonomy Commission is sitting to decide its boundaries. Thakin Nu, the Burmese Premier, has declared: "We must wait until the shape of the new State is announced. Then Karens who go on fighting will be bad Karens, and we can put them down. If we do so now, they will think it is Burmese spite against them"

THE MARCH FROM INSEIN: Evacuees leaving the Karen stronghold, astride the main line from Rangoon to Prome, during the recent truce. Many Burmans disguised themselves as Indians and hastened from Insein with the Indian evacuees. They had to walk eleven miles to Rangoon, mostly carrying their remaining belongings on their heads

ARMOURED VEHICLES BLOCKADE THE BANKING AREA OF SHANGHAI: This barrier was put up on Kiukiang Road to keep the streets clear of refugees who only a short while before had caused chaos in the Central Bank of China when seeking relief fund payments. The financial situation in Shanghai deteriorated with alarming rapidity during February, and it was almost impossible for commercial interests to keep pace with the depreciation of the gold yuan. It is believed that Shanghai has been under a heavy currency onslaught by the Communists. The exchange rate of the gold yuan on August 19 was four for one U.S. dollar. On February 9 it was 1,300 to one U.S. dollar. The Communists are now substituting their own notes in occupied territories for those of the fast crumbling Nationalist regime

THE CHINESE NATIONALIST PEACE MISSION LEAVES SHANGHAI FOR PEKING, HOPING TO CONFER WITH THE COMMUNIST LEADERS: Dr. W. W. Yen, Chang Shih-Chao, and Kiang Yang with Shao Li-tze (right), the Kuomintang representative who has long advocated a settlement of the Chinese Civil War. When this picture was taken they were about to board a plane to fly north. By February 22 it seemed that the mission was making little progress in Peking; meanwhile in Canton, where Nationalist Premier Sun Fo ensconced himself with his Cabinet, and at Nanking, where General Li, the Acting President, sought to hold the fort, there was continuous activity. General Li even made a flying visit to Canton, hoping, it was thought, to make a last effort to persuade the Cabinet to return to Nanking



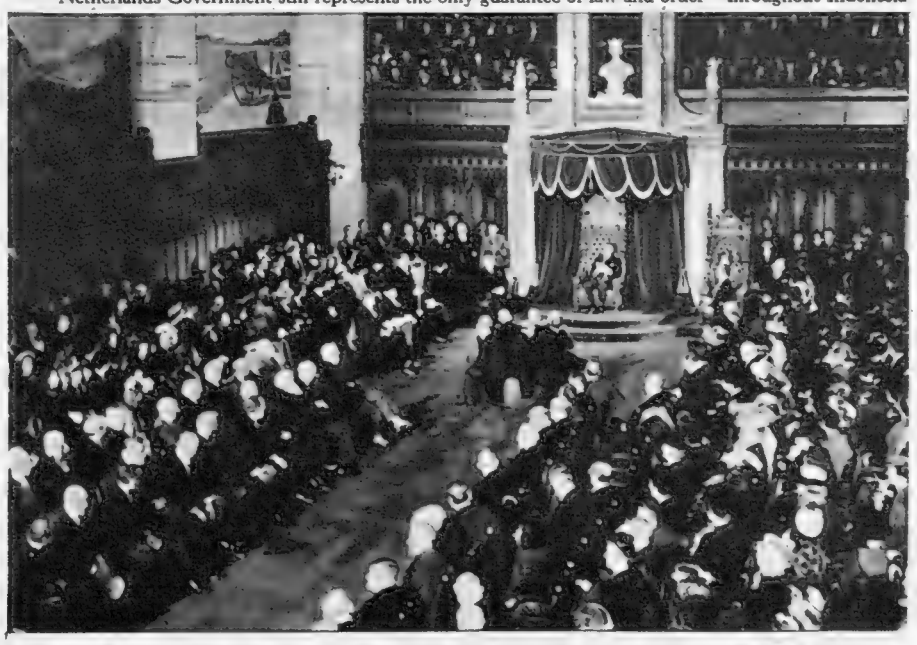
SIR OSBERT SITWELL IN CHICAGO : The author of "Laughter in the Next Room," the fourth volume of his marathon autobiography, dining with Mr. David Horner at the Ambassador East Hotel. Sir Sitwell has a vast following in the United States, and it is easy to understand how his campaign for modern literary forms quickly found favour in America in the '20's. His latest volume is as full of verve as its predecessors, with its engaging reminiscences of his father, Sir George Sitwell, whom, we are told, "had seven sitting-rooms in occupation as studies and kept all his important papers on the floor"

"THE LAST SUPPER" IN A NEW MEDIUM : Jules Cannert, French-born artist who for forty years has worked in the United States, is seen beside his painting based on the masterpiece of Leonardo da Vinci. Cannert painted the work in a new medium called "blacklight," and completed it just before it left New York, on February 14, to tour cities of the United States. The unsuccessful attempts to restore the original, executed in tempera, inspired Cannert to paint the picture in the new, powerful medium which is said to give the work the brilliant appearance of a stained-glass window. This is believed to be the first painting carried out in "blacklight." It took Cannert eighteen months to complete it. Leonardo da Vinci began work on his vast "Last Supper" in the refectory of the Convent Church of Sta. Maria delle Grazie in Milan in 1494. Time and the efforts of would-be restorers have defaced the masterpiece beyond redemption

THE AMERICAN ARMY TO THE RESCUE IN THE WILDS OF ARIZONA : A convoy halted in the lee of towering cliffs while scouts reconnoitre the trail ahead. The convoy of the 6th U.S. Army was heading for Black Mountain, Arizona, to bring help to Navajo villages isolated by continued snowstorms. It included a medical unit, equipped to deal with both pneumonia and diphtheria cases which had been reported among the villages, and large quantities of food. During recent weeks storms have played havoc throughout the Western States of America, and in Nevada the snow has lain so thick that vast herds of cattle have been brought to the verge of starvation. On receiving a report of the situation, President Truman called upon the United States Army and Air Force to use all means at their disposal to bring relief. Bombers and heavy transports have been used in many instances to supply isolated villages with food by parachute

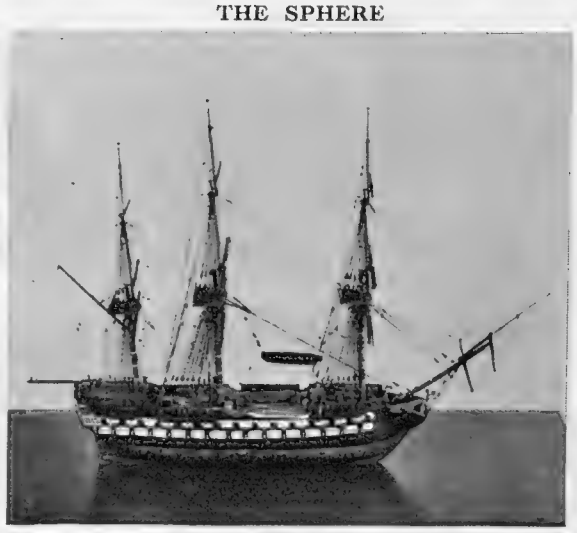
DR. BEEL, THE HIGH COMMISSIONER OF THE DUTCH CROWN, IS CHAIR-BORNE ON HIS TOUR OF THE OUTER AREAS OF THE INDONESIAN ARCHIPELAGO : His Excellency is seen being carried out to a motor-boat which, in turn, took him out to a waiting plane. Dr. Beel went to Indonesia immediately after the Dutch airborne troops had descended on the capital of the Indonesian Republic and captured the Republican leaders. He has since returned to Holland for consultations with the Government, and Dr. van Maarseveen has now revealed the main points of a project developed by the High Commissioner. The core of this project provides for a transfer at short notice of sovereignty to the United States of Indonesia without the phase of an interim Government. The Netherlands Government, says Dr. van Maarseveen, is striving for the same objects as the Security Council of the United Nations. A break with the Security Council, he affirms, is possible only on the questions of procedure. He makes it quite plain, however, that the Republican leaders, in their demands for the immediate release of all political prisoners and the restoration of the Republican authority in Jogjakarta, "are asking the impossible, for the Netherlands Government still represents the only guarantee of law and order" throughout Indonesia

THE HAGA PRINCESSES ON THE SKI-ING SLOPES OF STORLIEN : Princesses Margaretha (fourteen), Birgitta (twelve) and Desiree (ten), daughters of the late Prince Gustav Adolf of Sweden, who was killed in the Copenhagen air disaster, seen during a visit to a Swedish winter sports resort. The Princesses are great-granddaughters of Gustav V and granddaughters of the Crown Prince of Sweden. They are known in Scandinavia as the Haga Princesses, as they were all born at the Chateau de Haga, near Stockholm. Their mother is Princess Sibylle of Saxe-Coburg-Gotha, who married Prince Gustav Adolf, Duke of Västerbotten, in 1932



THE SPEECH FROM THE THRONE AT THE STATE OPENING OF CANADA'S PARLIAMENT : Field-Marshal Lord Alexander, the Governor-General, reading the address. Seated on his left hand, but below the dais, is Lady Alexander, and on his right-hand is the Rt. Hon. Louis St. Laurent, the Prime Minister. This is the fifth session of Canada's twentieth Parliament, and the fourteenth year of continuous power of the present Liberal Government. A General Election is expected some time this year, and the struggle is expected to be bitter and hard-fought. Some idea of its nature was indicated in the recent by-election in the Quebec riding of Nicolet-Yanaska, where the Liberal Party candidate was surprisingly beaten in this home of Liberalism by a Progressive Conservative. Mr. St. Laurent, the present Premier, who last year took over the Liberal administration from Mr. Mackenzie King, has just paid a visit to Washington. Among the matters he discussed with President Truman was the North Atlantic Pact

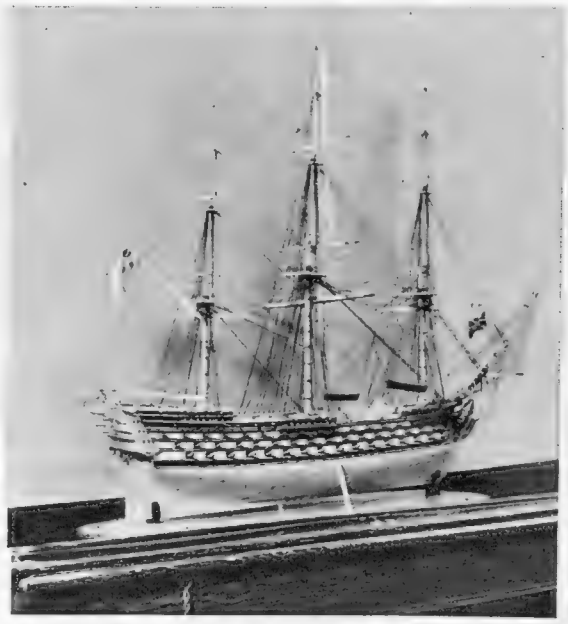
THE 74-GUN SHIP "ACHILLES": A model made by prisoners of war of the Napoleonic era and one of many remarkable exhibits in the Exhibition of Old Ship Models at the Parker Gallery, Albemarle Street, London, W., opening on Monday next. Sometimes called the *Achillie*, this ship was launched at Gravesend in 1798. In 1799 she was at Berehaven with Lord Bridport's fleet waiting for a French invasion of Ireland. Under Captain R. King, she was present at Trafalgar, 1805; in 1809 she took part, under Admiral Sir Richard Strachan, in the action in the Scheldt. In 1864 she was sold out of the Navy for £6,300



ANOTHER MODEL CONSTRUCTED BY A FRENCH PRISONER OF WAR: The "Scipion," of 74 guns. This French ship was one of the fleet commanded by Admiral Villeneuve, which, on January 17, 1805, made an unsuccessful sally from Toulon. On January 20 all but four ships were driven back to port by a violent gale encountered while crossing the Gulf of Lions. On August 5, 1805, she sailed with Villeneuve from Vigo Bay to Cadiz, and at Trafalgar the *Scipion*, under Captain Charles Bellanger, was one of the few French ships temporarily to escape capture. However, on November 4, she was one of the four ships captured by Captain Sir Richard Strachan

AN AMERICAN PRISONER-OF-WAR MODEL: This was most probably the work of a seaman conscripted from the whaling trade. The ship is the sloop-of-war *Rose*. She was of only 8 guns and had a crew of twenty-one. While cruising in the Pacific with the sloop *Catherine*, on the outbreak of war with the United States, she fell in with an American squadron under Captain David Porter. Lieutenant John Downes, of the U.S.S. *Georgina* (ex-British whaler), was detailed to sail after the two little ships and capture them. Whilst off James Island he found and secured them without a fight. Lieutenant Downes threw overboard the guns of the *Rose*

THE "SANTA MARIA" (165 TONS): The famous ship in which Christopher Columbus discovered America in 1492. The quaint old model is built entirely of copper, including the sails and rigging. Very little is known of the *Santa Maria*. She is often referred to as a caravel, but seems really to have been a perfectly normal square-rigged Flemish freighter. The *Santa Maria*, together with the caravels *Pinta* and *Nina*, left Palos, near Cadiz, in August 1492. After exploring islands in the West Indies, the *Santa Maria*, on Christmas Day of the same year, ran aground on a sandbank off the island now known as Hayti and she was then abandoned

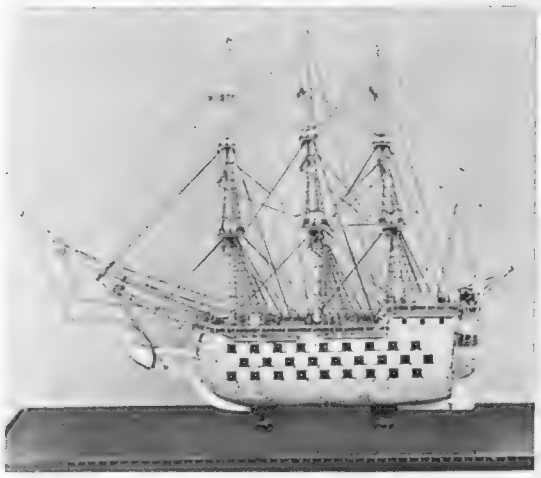


H.M.S. "BRITANNIA," A MODEL OF BONE AND IVORY: She is believed to be the work of ex-French prisoners of war who declined to be repatriated in 1818, making their permanent home in Britain. This very famous ship, the seventh of her name, was launched at Plymouth in 1820. In 1854 she was engaged in the Crimea. In September of 1854 the *Britannia* landed 200 men to assist the army in the siege of Sebastopol. On October 16 it was the master of the *Britannia* who, with some others in a boat, with muffled oars, eluded the Russian guard-boats to take the soundings which made possible the bombardment of Sebastopol on the following day

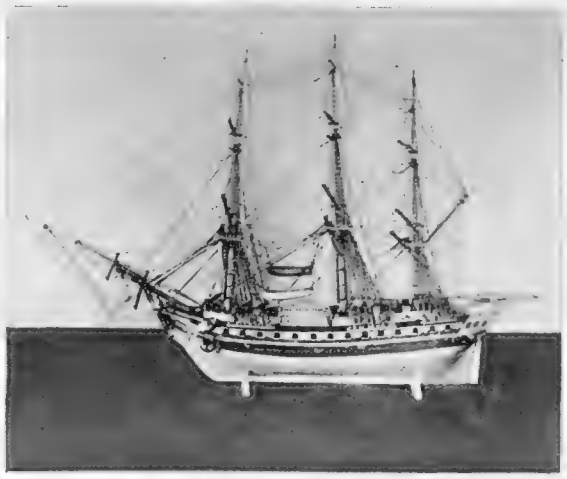
An Exhibition of SHIP MODELS FASHIONED BY NAPOLEONIC PRISONERS OF WAR

Displayed at a London Gallery

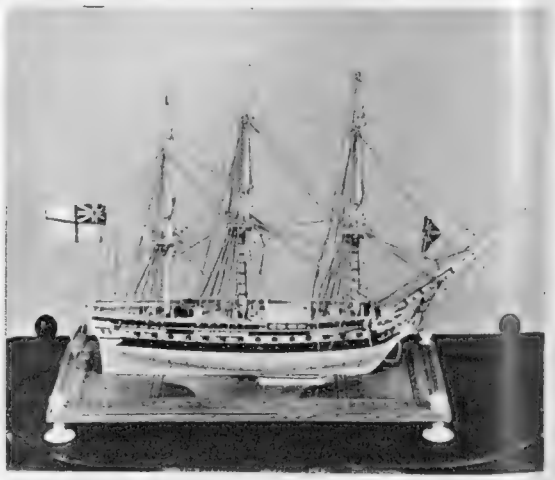
While confined in Porchester, Princetown, Carnarvon, Norman's Cross, Peterborough, Taunton, and other British prisons, the sailors of Napoleon's Navy, among them many skilled craftsmen who had been pressed into service to combat the might of Nelson, turned their idle hours to good account by making ship models. To their task they brought a remarkable ingenuity, using the bones left over from their meagre meat ration, gold ear-rings and other personal trinkets of silver and brass, and odd bits of twine to fashion likenesses of the ships in which they had sailed and against which they had fought. Breton jet-carvers, Dieppe ivory-carvers and watchmakers, and colonials from West Africa all joined in the task of whittling down the bones and shaping them with home-made saws, chisels and other tools. Finally, the old professional sailors got to work on the intricate riggings, sometimes at the expense of their own pigtails. Some of these fine old models have now been got together at the Parker Gallery, Albemarle Street, and on March 7 the exhibition will be opened to the public. It is a fascinating collection, bringing vividly to mind the days when Britain fought for her life against the French threat of invasion from Boulogne. Many of these models, it is said, were sold originally to prison officials, naval officers, and local curio dealers, a few of whom were not above smuggling small tools and material into the prisons in the hope of acquiring one of the finished masterpieces



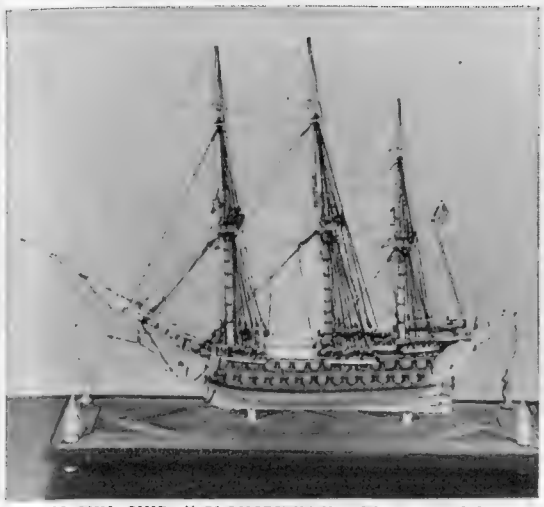
AN EARLY NINETEENTH-CENTURY FRENCH BATTLESHIP ROUGHLY RESEMBLING THE TYPE THAT FOUGHT FOR THE CHANNEL WHEN BRITAIN FACED FRENCH INVASION: This is another old prisoner-of-war model, made from the bones of the meat ration and other available material. It exhibits very delicate workmanship, but is rather less accurate than the majority of prisoner-of-war models. The proportion and the design of the hull, the fitting and rigging of the spars and ropes then in common use, were too intricate for all but the very finest of craftsmen, and in the old bone model here represented no pretence is made to accuracy



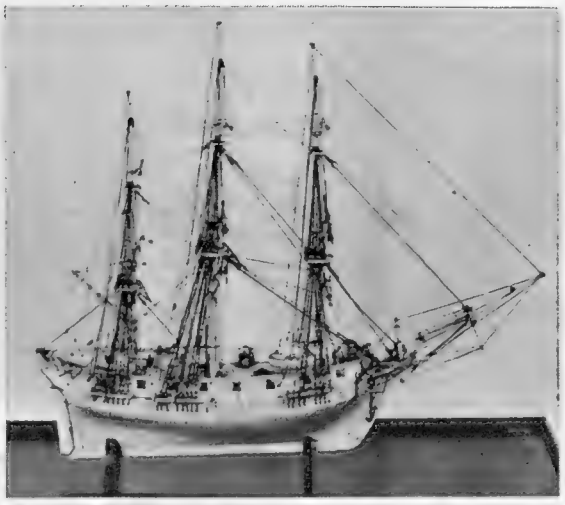
THE FRENCH 40-GUN SHIP "SIBYLLE": This fine ship, commanded by Captain J. M. Rondeau, was captured by H.M.S. "Romney," 50 guns, Captain the Hon. William Paget, whilst at anchor in the harbour of Mykonos, Greece, June 17, 1794, and purchased into the Royal Navy. In January 1798, under Captain Edward Cook, she entered the Bay of Manilla, with H.M.S. *Fox*, disguised as French frigates, and captured seven boats and 200 prisoners. In 1799 she fought a gallant broadside-to-broadside action with the French 52-gun ship *Forte*, forcing her to surrender. After the war she was employed in the suppression of the slave trade in West Africa



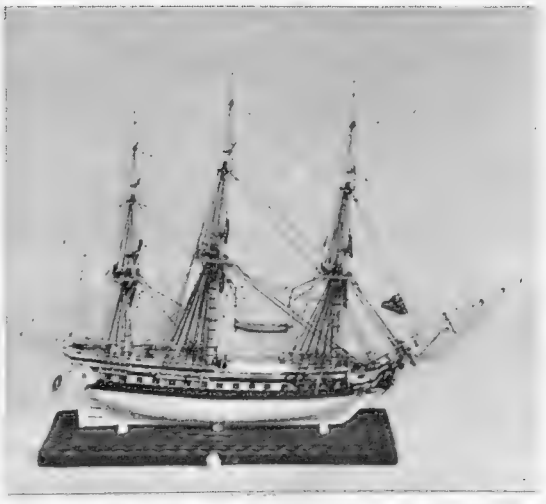
THE FRENCH FRIGATE "THETIS": The graceful hull is of bone. The single-gun deck mounts brass cannon. Whilst under command of Captain Pinsum, the *Thetis*, with other French vessels, left Rochefort with troops and stores for the French West Indies. On September 24, 1806, they fell in with a British squadron under Commodore Sir Samuel Hood. H.M.S. *Windsor Castle*, Captain C. Boyles, chased the *Thetis* but sailed too badly to overtake her. On November 11, 1808, whilst on her way to Martinique, she was engaged by H.M. frigate *Amethyst*, and after a 3½-hours fight the French ship surrendered. She was added to the Royal Navy



THE **74-GUN SHIP "GLOUCESTER": The graceful and beautiful hull was modelled by prisoners of war from exceptionally small planks and fastened by brass rivets.** Launched at Northfleet in 1812, the *Gloucester* was of 1,770 tons and carried a crew of 590 men. She entered the Navy at a time when the sea battles of the Napoleonic Wars were coming to an end and the last desperate land battles against Napoleon were developing in Eastern Europe and in Spain. In 1832 the *Gloucester* was cut down to a 50-gun ship at Chatham. She ended her career as a receiving hulk at Chatham and was sold out of the service in 1884



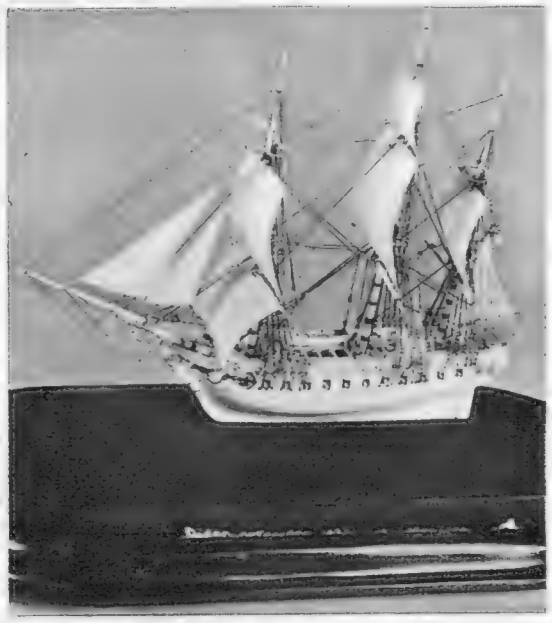
THE **FRENCH SHIP "EGYPTE" (16 GUNS): Very little is known of this little ship. She was captured by Captain Loftus Otway Bland in H.M.S. "Heureux," 20 guns (a privateer captured from the French in 1799), off Barbados, in the West Indies, May 28, 1801.** The model, set in chocks and enclosed in a glass case, is 24 ins. long and 10 ins. wide. The hull, masts, spars, blocks and deck fittings are constructed entirely of bone. The deck and hull of individual planks are fastened by rivets. The high bulwarks are pierced for brass cannon. The stern has carved decorations picked out in colour. The curved prow is surmounted by a small bust figurehead



THE **50-GUN SHIP "JUPITER": Launched on the Thames in 1778, she was of 1,061 tons and carried a crew of 350 men. Her length, beam and draught were 146, 41 and 16 ft.** In 1778 the *Jupiter*, Captain F. Reynolds, fought an indecisive action with the French *Triton*. In the following year she engaged the French *Blanche* and shortly after helped in capturing the *Mutine* and *Pilote*. In 1781 she took part with the fleet in an attempt to capture the Cape of Good Hope. In view of the excellence of the workmanship, it is thought probable that the model was constructed by a prisoner of war of officer rank living out of prison on parole

FRENCH SHIP "REPUBLICAIN" (110 GUNS): The "Republicain" took part in Lord Howe's "Glorious 1st of June," 1794. She was stationed with the French Fleet in Brest and later, under Vice-Admiral Villaret-Joyeuse, sailed out of harbour in a gale of wind and was lost on December 27, 1794. The "Glorious 1st of June" was fought between Howe and Villaret-Joyeuse some 400 miles off Brest, the French purpose being to cover the arrival from America of a great grain convoy of 116 vessels. Howe's first attack on June 1 broke the enemy line, but the escape of the convoy enabled the French to claim a virtual victory

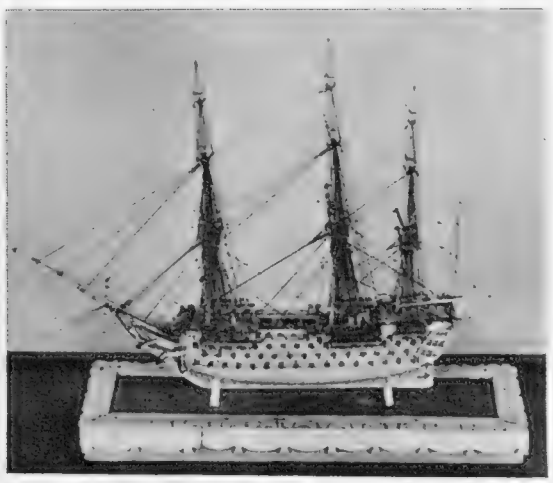
A CHINESE MANDARIN'S BOAT: A very beautiful rigged model in silver throughout, fitted with sails, oarsmen with long sweeps, and crew. Mounted on a carved wooden base 9¼ ins. long by 8 ins. in height



THE **FRENCH SHIP "FRANCHISE" (40 GUNS): The "Franchise," Captain V. L. Guillotin, took part in General Humbert's expedition against Ireland in 1798. Two years later, under Captain La Graviere, she was in action with H.M.S. "Belliqueux," Captain Bulteel, off the coast of Brazil.** This extremely attractive model is fashioned from a solid piece of ivory, a most unusual feature in old ship models. It is reasonable to suggest that she may be the work of one of the famous Dieppe ivory-carvers, for even the deck is furnished with ivory fittings, in particular a fine grating situated just abaft the main mast

THE **64-GUN SHIP "ARGONAUTE": She was captured from the French as the "Jason" in 1782. "Argonaute" was of 1,521 tons, carried a crew of 470, and her length, beam and draught were 163, 45 and 18 ft. The "Jason" escaped from Lord Rodney in the West Indies action of 1782, but was captured by Sir Samuel Hood in the Mona Passage. In 1795, the "Argonaute," assisted by the "Oiseau," captured the French sloop "Esperance" off the Chesapeake. She became hospital ship at Chatham and was sold out of the Navy in 1832. The model includes a classical figure-head**

THE **98-GUN SHIP "BARFLEUR": Launched at Chatham, 1768, she was of 1,947 tons and carried a crew of 750 men. Carrying the flag of Admiral Pye, she conveyed King George III at the Review in Spithead, 1773. In 1781 she flew the flag of Sir Samuel Hood in action against Comte de Grasse off Martinique.** Commanded by Captain Collingwood, the *Barfleur* wore the flag of Admiral Bowyer at the "Glorious 1st of June," 1794, and in the same month, under Lord Bridport, was in action off L'Orient. She also carried Admiral Waldegrave's flag at the Battle of Cape St. Vincent, 1797, and bombarded Cadiz the same year. Under Captain George Martin at action off Ferrol, 1805. In 1813 her boats, under Captain Sir Edward Berry, attacked Cassis, near Marseilles. In 1782 Prince William Henry, afterwards King William IV, joined the ship as a midshipman. In 1819 she was broken up at Chatham. In this model the hull, masts and spars are fashioned from bone. She is rigged with black cord



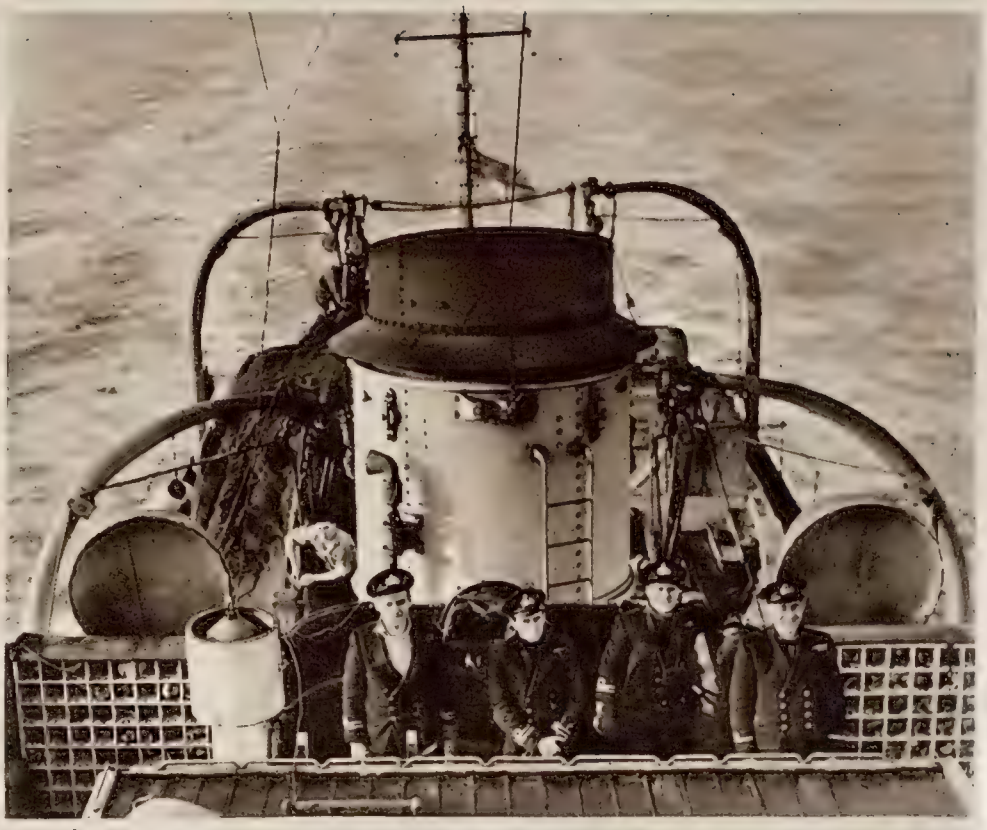
THE **FRENCH SHIP "TERRIBLE" (110 GUNS): This famous ship was commanded by Captain Julien Le Roy and bore the flag of Admiral F. J. Bounet at Lord Howe's "Glorious 1st of June," 1794, where she fought a desperate action with the "Royal Sovereign." The French ship was forced to bear up and was about to surrender when she was aided in her escape by the "Montagne" and "Jacobin." Exquisitely fashioned in bone, this miniature ship represents the high-water mark of achievement in model construction by French prisoners of war in the Napoleonic era**

BLOWING UP A SUNKEN LINER WITH T.N.T.

The Wreck-dispersal Vessel "Lundy" Deals with the 10,000-ton "Dunbar Castle" off the North Foreland

TWO OF THE DEPTH-CHARGES ARE LOWERED INTO A CUTTER FROM THE WRECK-DISPERSAL SHIP "LUNDY": The charges, each containing 300 lb. of T.N.T., formed part of a total charge of 12,000 lb. lowered on to the superstructure of the wrecked 10,000-ton liner "Dunbar Castle," lying in 60 ft. of water off the North Foreland. The "Dunbar Castle," which was wrecked nine years ago when outward bound for South Africa, has since been a menace to all shipping entering and leaving the Thames Estuary by way of the Foreland. She is now being broken up under water. The first charges of 12,000 lb. were calculated to blow away her mast and a great part of her massive superstructure

In the years before the Second World War the Union Castle Fleet boasted an express service to the Cape, and a cheaper and hardly less luxurious intermediate service. One of the most up-to-date intermediate vessels was the 10,000-ton motorship *Dunbar Castle*. In January 1940 the *Dunbar*, when outward bound for the Cape, struck a German-laid mine off the North Foreland. It was reported that she split in two and sank within a few minutes. Among her passengers were a number of children *en route* to temporary war-time homes in South Africa. Since that day nine years ago the *Dunbar* has lain in 60 ft. of water, a menace to shipping inward and outward bound from the Thames. When these pictures were taken, the first charges were being fired, but the task of blowing her up will not be complete until there is 45 ft. of water clear above the wreck at low water.



ON THE BRIDGE OF HIS MAJESTY'S WRECK-DISPERSAL VESSEL "LUNDY": The officers of the vessel which is helping in the task of clearing our shipping lanes and has lately been engaged on the dispersal of the "Dunbar Castle." Left to right are: Lieutenant Ralph Elliott, R.N., Navigating Officer; Lieutenant D. N. McIntyre, R.N., the Captain; Lieutenant Goodbody, R.N.; and Commissioned Gunner F. E. Elwood. It is Mr. Elwood's task to prepare the charges

12,000 LB. OF T.N.T. WENT SKY-HIGH: A cloud of spray rising above the sea after the "Lundy" had blown its charges. A few seconds after this picture was taken the mast of the "Dunbar Castle" had disappeared and it was expected that the greater part of the superstructure would disappear too

THE "LUNDY'S" CUTTER LOWERS THE DEPTH-CHARGES ON TO THE WRECK OF THE ILL-FATED LINER: Sticking out of the water is the summit of the "Dunbar Castle's" mainmast. The task is to blow the "Dunbar Castle" to pieces so that no part of her is more than 10 ft. above the sea-bed. It will take hundreds of thousands of lbs. of T.N.T. in order to complete the task

AT THE END OF THE DAY'S WORK: The "Lundy," which steamed away to safety while the charges were being detonated, has returned to the scene of the wreck, and she is now about to pick up the cutter and its crew

WITH AND WITHOUT WINGS

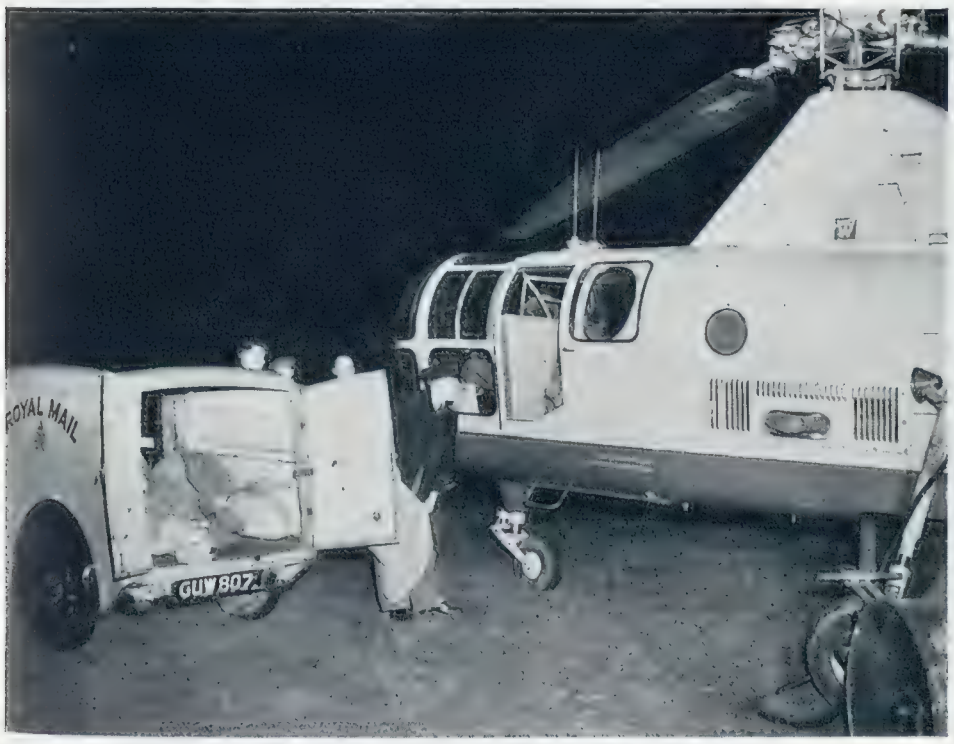
Some Aerial Innovations in Britain and the United States

U.S. NAVAL SKYRAIDERS WITH THEIR UNIQUE BRAKE FLAPS IN THE LOWERED POSITION : These unusual naval fighters, shown here in carrier group formation, carry elaborate brakes for use when diving, when approaching their parent carrier, and in combat manœuvring. These planes are described as adaptable as tactical support bombers for the ground forces, and the Douglas concern is advancing the view that the time has come for multi-purpose aircraft in order to offset the rising cost of America's defence programme

THE FLYING TRIANGLE—A NEW JET-POWERED RESEARCH PLANE WITH A DELTA WING : This research plane (known as Model 7002) is undergoing secret tests at Muroc Air Base, California. The Flying Trian le has been designed and built by Consolidated Vultee at San Diego, for speeds in the high subsonic range at altitudes above 40,000 ft. Subsonic means slower than sound, which at such altitudes travels at around 660 m.p.h.

MODEL 7002 ON THE RUNWAY AT MUROC : The Delta-wing monoplane ready to take off on a test flight. The wings sweep back at an angle of 60 deg. and then form a straight line across the rear of the plane. The 7002 has a wing-span of about 31 ft., and it is 41 ft. long and 18 ft. high

The Flying Triangle (No. 7002), most radically designed of new American aircraft, with a sweepback of no less than 60 deg., will explore and test the stability and control characteristics of the Delta wing. The wing has been tested in wind tunnels for several years past, and tests have indicated that it has low drag characteristics and satisfactory control at speeds in the region of the sonic barrier. The 7002 is powered by an Allison J 33 turbo-jet engine rated at 5,200 lb. thrust with water injection. It has a tricycle landing gear and a jettisonable bubble-type pilot's canopy now standard in high-speed fighters



THE NIGHT MAIL GOES BY HELICOPTER : A G.P.O. van bringing a cargo of dummy mail to the B.E.A. helicopter at Peterborough, now engaged on a series of night flights to Norwich in order to test its reliability for general postal service. The tests are a sequel to the very elaborate day-time tests carried out last summer and in the autumn of 1947

THE HELICOPTER NIGHT MAIL EN ROUTE FROM PETERBOROUGH TO NORWICH : When this picture was taken the plane was battling against a heavy gale. The plane covered the 67 miles to Norwich in forty minutes. The Westland Sikorsky helicopter will continue on the same night schedule for a month. These tests had their origin in the autumn of 1947, when the British European Airways Corporation established an experimental helicopter unit at Yeovil. The object of the unit was to acquire knowledge requisite for meeting exact G.P.O. requirements. During a five-week test period over the 120-mile course round Yeovil, deliveries and collections were made with a regularity of 96 per cent., despite some very bad weather. In one test, near Yeovil, 400 lb. of mail were put aboard a helicopter which took off 60 secs. after landing

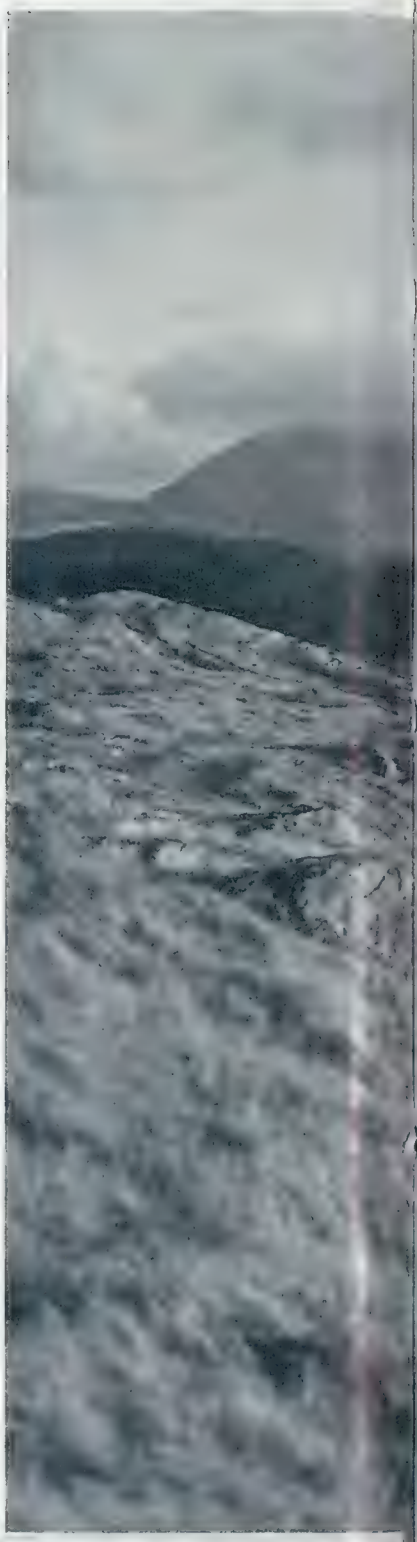
THE FISHING PORT OF KINLOCHBERVIE COMES INTO BEING AND BRINGS NEW PROSPERITY TO THE NORTH OF SCOTLAND : A view of the busy little port which has been opened up by local enterprise to accommodate the seine-net fishing fleet, which has left the worked-out banks of the North Sea to fish the new grounds off Cape Wrath. By using Kinlochbervie, the fleets save themselves ten-hours steaming. During the three months August to October 1948, Kinlochbervie landed over 5,000 cwts. of white fish

SELF-HELP in the HIGHLANDS

How the Little Village of Kinlochbervie has Made Itself into a Fishing Port

From Kinlochbervie, tiny village at the extreme north-west tip of Scotland, comes a remarkable recovery story. Two years ago the area was without hope from within and too remote for help from outside. Crofters, only partially self-supporting, were being forced to leave their homes to find work in the towns. Young men just out of the Services saw only the prospect of further exile, there being no work at home. Then came the great idea, from a local councillor and a London business man newly come to live in the area. The seine-net fishing fleet of the North-East Coast of Scotland, forced to push out farther from the fished-out banks of the North Sea, were working new grounds off Cape Wrath, with ten-hours steaming time to land their catches. Kinlochbervie, with Loch Inchard forming a fine natural harbour, saw its opportunity to set up as a fishing port. The nearest railway is 50 miles away at Lairg, which meant a long haul over roads which, in places, had very nearly fallen into the loch. The Sutherlandshire County Council built a pier and repaired the roads for which they were responsible. The rural council were offered £12,000 to improve their own roads, if £1,000 could be found locally. The crofters had no capital, but, as local labour was to be employed, each man promised to subscribe 5 per cent. of his wages to pay the village share. So the road work began and fish landings started at Kinlochbervie. Local men set up as fish buyers and some of the boats took local men into their crews. Herrings worth £12,000 came ashore during summer and early autumn 1948, and white fish landings have averaged £1,000 a week since the port opened. A £26,000 water scheme for the whole area has lately received official sanction.

HELPING TO DEVELOP KINLOCHBERVIE : Lieut.-Colonel Neilson, an Englishman with some Scottish ancestry, who owns 17,000 acres round the village and runs the fishing inn. He has given valuable advice in the establishment of the port



"FAITHFUL," AN EAST COAST FISHING VESSEL REGISTERED AT BANFF, ON THE MORAY FORTH, UNLOADS HER CATCH AT KINLOCHBERVIE : She is only one of many fishing-vessels which have lately chosen to use the new port owing to its proximity to the unworked fishing-grounds in the region of Cape Wrath. During the early months of the port's use, Kinlochbervie was no easy place to enter, as there were no leading lights for navigators. Fishing-boats as a result played a risky game of follow the leader among the rocky islets studding the coastline. To-day conditions are vastly improved

HOW THE PEOPLE OF KINLOCHBERVIE CARRY ON THE PASTORAL SIDE OF THEIR ECONOMY : The payment of rent for a croft allows grazing rights on common land ; one cow, one calf and seven sheep for every pound sterling per year paid. Rents are controlled by the Land Court which, by the same Act, prevents over-grazing of the poorish local pasture. John Pirie MacKenzie, who is seen in this picture running rams with a flock of ewes, is secretary of the Oldshore Grazing Committee. He looks after the 350 sheep of the whole village and sees to the sale of wool and lambs. Rams are loaned by the Department of Agriculture

THE RUGGED BEAUTY OF THE NORTH-WEST HIGHLANDS—THE CROFTER COUNTRY ROUND KINLOCHBERVIE AND ON THE SHORES OF LOCH INCHARD : Kinlochbervie is a point on some maps, but it is difficult to find it on the ground. It is a general name given to a group of crofts stretching along the north shore of Loch Inchard and a short distance up the coast to Cape Wrath. These are among the most northerly dwellings in Western Scotland. Fjord-like Loch Inchard provides a safe anchorage. This view, looking south-east, shows in the far distance the peaks of Foinaven (3,000 ft.), Meall Horn and Ben Stack

EVERYONE CUTS PEAT FROM THE COMMON LAND EVERY YEAR AND STACKS IT FOR WINTER USE : Georgina Corbett, sweet seventeen and one of the belles of Kinlochbervie, is seen taking peat from the stack when engaged on her domestic chores. Georgina attended secondary school at Golspie, some seventy miles away on the east coast, as do all youngsters in Kinlochbervie who reach the required academic standard

TO-DAY THERE IS MONEY IN KINLOCHBERVIE : The usual drink among the fishermen who use the new harbour is whisky followed by beer. Deck hands on the seine-net boats, of which an increasing number have local crews, can earn as much as £20 per week. Their pay is entirely on the share-out system, there being no standing wage

THE INITIAL STAGES OF THE MANUFACTURE OF A BAGPIPE: Boring the "chanter." Mr. A. H. Starck, Senior, who has been making bagpipes for sixty years, is seen at work at the London firm which has been manufacturing Scottish bagpipes for seventy years. The chanter is the section of the bagpipe which is played upon with the fingers to produce the various notes

THE YOUNGEST APPRENTICE OF THE STARCK FIRM: Sixteen-year-old B. Lovesay, of Harrow, turning practice chanters from Honduras rosewood

ASSEMBLING THE 1,000TH SET OF BAGPIPES FOR AUSTRALIA AT THE HENRY STARCK WORKS AT ST. PANCRAS: Mr. Starck putting the "drones" of bagpipes together. After this operation the tartan covers are added and the bagpipes are then complete. There are seven skilled workmen in the firm, and they turn out six to eight sets of bagpipes per week, most of them going to Australia and New Zealand, although six sets have been sent to America. The export prices of bagpipes range from £10 to £40

LONDON MAKES THE BAGPIPES

And Exports Them

The bagpipe, in its primitive form a pipe with an attached bag, was one of the earliest musical instruments in Europe. It was also shown on a coin of the days of Nero. The bagpipe has been described as a Welsh—not Irish, not Scottish—instrument, the earliest Scottish bagpipe probably being one which bears a date of the early fifteenth century. At any rate, and paradoxically enough, it is now made in London in large quantities. The manufacture of bagpipes needless to say a highly-skilled craft, has for the past seventy years been one of the industries of St. Pancras. It was inaugurated under the auspices of a pure-bred Highlander, the late Pipe-Major William Ross, head piper to Queen Victoria, who on receiving this appointment discovered in London an enthusiastic interest among his Scottish and English friends for piping, resulting in a request to the late Henry Starck, flute and clarionet-maker, to manufacture Scottish bagpipes. This was accomplished with such skill that the Scots Guards entrusted the firm with their demands for pipes, and since then the firm has supplied many British regiments, including the London Irish Rifles, Royal Inniskilling Fusiliers, Royal Irish Fusiliers, and King's Own Scottish Borderers

AN INTRICATE TASK FOR A BAGPIPE-MAKER: Putting the "drones" into the sheepskin bags and securing them with specially-treated hemp. The hemp is wound round a piece of wood on which the operator stands

THE HEAD OF THE FIRM AT THE BENCH: Mr. Starck varnishing the "drones" of bagpipes at his workshop. The highly-skilled craft of bagpipe manufacturing necessitates handwork of machine-like precision. Since the foundation of the firm, many pipe-bands have received their instruments from this workshop

A VIEW OF THE BAGPIPE WORKSHOPS IN KENTISH TOWN ROAD: Materials come from all parts of the world. Timber from West Africa, ivory from the Belgian Congo, cane for reeds from Spain, silk tartan ribbons from France, skins for the bags from England and tartan cloths from Scotland

THE BATTLE OF GREAT ORMOND STREET IS IN FULL SWING : Two views of the north side of Great Ormond Street, where some of the fine period houses are in danger of demolition under a scheme of development put forward by Holborn Borough Council. The Great Ormond Street Protection Group is fighting to preserve these houses on the grounds that their removal would rob the Bloomsbury portion of Holborn of a feature of cultural, historic and æsthetic value. It is pointed out by the Group that not only are the façades all but perfect, their doorways retaining their protecting hoods and original decoration and ironwork, but the interiors still possess panelled rooms, staircases with moulded strings and handrails, as well as many other Georgian details

IN GEORGIAN HOLBORN

The Threat to Great Ormond Street, and Other London Pictures of Architectural Interest

London is more than ever in the midst of change these days, and despite all the bombed sites new buildings still threaten the old, and lovers of the antique have to keep an eagle eye on council plans as they emerge. The latest storm concerns the old Georgian residences in Great Ormond Street, where the local Protection Group, led by Mr. Roger Senhouse, is putting up a vigorous fight to save them from demolition.

GUILDFORD PLACE, ALSO PART OF THE THREATENED PROPERTY IN THE GREAT ORMOND STREET AREA : Several of the houses have good wrought-iron lamp-holders and other period features of very special interest

THE SCAFFOLDING GOES UP ON NO. 1 LONDON : Looking past the Wellington statue and across Hyde Park Corner to Apsley House, where renovation work has now started with a view to its eventual conversion into a museum of relics of the 1st Duke of Wellington and also as a residence where the Government can entertain official guests. The present Duke of Wellington has presented the vast and priceless collection of mementoes, gifts and trophies of his famous ancestor to the nation, together with Apsley House, where he will live in a small apartment. The aim is to restore the mansion to the state it was in when the Iron Duke lived there. It was there that he gave his celebrated Waterloo banquets to his former officers of the Army on each anniversary of Waterloo. Scaffolding has been put up on the outside of the mansion, but it is believed that it will be some time before any great alterations will be made to the interior. Apsley House was built in 1771-78 by the Adam brothers, for Earl Bathurst. When first built the façade was of brick, a fact to which Thackeray alludes in his novel "Vanity Fair"

A NEW USE FOR A ROYAL PECULIAR : Denmark's community in London is negotiating with the Commissioners for Crown Lands for a long-term lease of the Royal Chapel of St. Katherine in Regent's Park. They plan to take over the chapel as a Danish Church centre in London. One small building will be turned into a vicarage and another into a meeting hall. This modern Gothic structure, similar in character to King's College, Cambridge, was designed by Ambrose Poynter and was built in 1829 to meet the needs of the Royal Hospital of St. Katherine founded in 1148 by Queen Matilda as a religious establishment, near the Tower of London. The hospital remained there until 1825, when it was removed to the Precincts in Regent's Park to make way for the construction of St. Katherine's Docks. The work of the Royal Hospital in Regent's Park has now come to an end, but the patron, Queen Mary, has approved the recommendation of the Chapter to re-establish the Royal Foundation on a religious basis in East London as near as possible on its original lines and site. The chapel contains the canopied tomb of John Holland, Duke of Exeter

BRAZIL TO ACQUIRE A BIT OF MAYFAIR : General Enrico Dutra, President of the Brazilian Republic, has decided to buy this building in Mount Street, Mayfair, at present occupied by the Brazilian Embassy, and also the adjoining building. The purchase price is believed to be in the neighbourhood of £250,000

LONDON through the Eyes of LONG TOM

A Camera, with a 50-in. Telephoto Lens, Makes Some Unusual Records

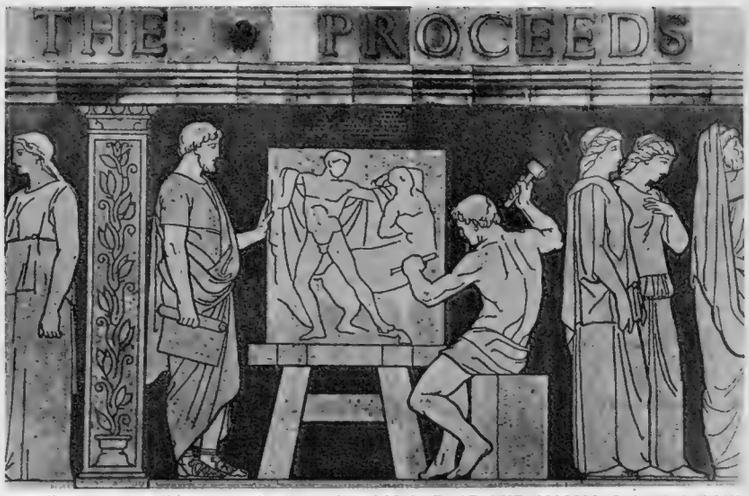
A remarkable camera 4 ft. 6 ins. in length, weighing 65 lb. and needing two men to carry it, has been engaged for several weeks past on a tour of London, its 50-in. Ross telephoto lens penetrating parts of the Metropolis that are for the most part unseen by the human eye. The lens of this camera alone cost more than £200, and "Long Tom," as it is called, certainly gives value for money to the student of London as it turns its searching glance upon our famous churches and public buildings, bringing close-ups of weather-vanes and curious carvings and many objects which the citizen is wont to pass by. "Long Tom's" visit to Kensington Gore, where the all-seeing lens recorded the great frieze that runs round the Albert Hall, and some of the intricate mosaic work of the Albert Memorial, was particularly rewarding, giving us cause to wonder why so much intricacy of workmanship was, when completed, put so nearly out of human sight. Perhaps it is a tribute to the thoroughness of British character and the infinite exactitude of British craftsmanship.

1 THE FAMILIAR OUTLINE OF THE ALBERT HALL: The famous building constructed in part from the profits of the great Exhibition of 1851 has lately been subjected to the searching eye of "Long Tom," the camera with the 50-in. telephoto lens, revealing the remarkable close-up picture which is reproduced on the right

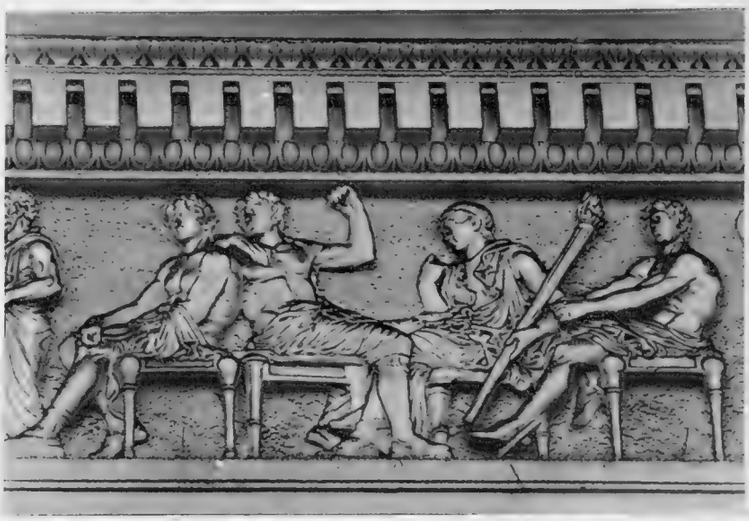
2 THE ATHENÆUM, PROBABLY THE WORLD'S MOST CELEBRATED LITERARY CLUB: It has numbered among its members every Prime Minister except Gladstone

3 THE TOWER OF LONDON: The weather-vanes as seen through the lens of an ordinary press camera

4 ONE OF THE DEVILS OF CORNHILL: It stands on the summit of an office building overlooking the Church of St. Peter, rebuilt by Wren in 1677. Seen, in a close-up by "Long Tom," it is infinitely more impressive



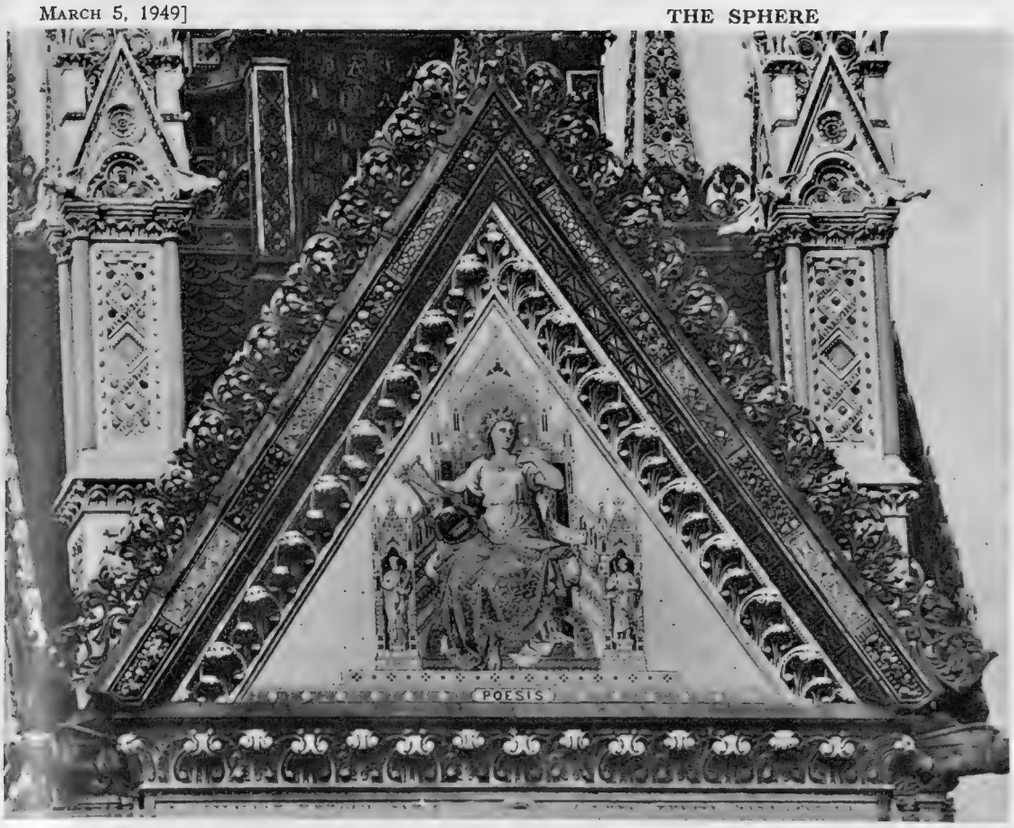
1 "LONG TOM" MAKES A CLOSE-UP PICTURE OF THE MOSAIC FRIEZE WHICH RUNS ROUND THE ALBERT HALL: This terracotta frieze, the work of Minton's, depicts the different nations of the globe. It can be seen fairly clearly from the road level, but in nothing like the detail revealed by the 50-in. Ross telephoto lens of the "Long Tom" camera. Of recent weeks the "Long Tom" has been making quite a tour of London's famous monuments



2 THE FRIEZE WHICH ADORNS THE ATHENÆUM: A small section of the embellishment, a fine reproduction by John Henning of the Parthenon frieze. A Wedgwood effect is imparted by an original blue background. Henning was a distinguished modeller and sculptor, the son of a Paisley carpenter, and at the beginning of the nineteenth century studied under John Graham at the Trustees' Academy in Edinburgh. In 1811 he came to London and began to draw with enthusiasm from the Elgin marbles, and afterwards from the Phigaleian frieze. It took him twelve years to complete the modelling of a reduced copy of the Parthenon and Phigaleian friezes with the missing parts restored. Both Mrs. Siddons and Princess Charlotte of Wales sat to Henning. He died in London in April 1851

3 ONE OF THE DECORATIVE WEATHER-VANES SURMOUNTING EACH OF THE FOUR TURRETS OF THE WHITE TOWER IN THE TOWER OF LONDON: Seen with the naked eye there is little to note about the vane. The long-focus camera reveals the coat of arms of the House of Windsor. The fact that it is seen in reverse is no trick of the camera; it was just that the wind had turned the "positive" side of the arms away from the camera

4 CROUCHING, READY TO POUNCE UPON THE TEEMING CITY: A close-up of one of the Devils of Cornhill, seated on its haunches above the traffic flowing eastward from Mansion House. The Devils have been worn by the corroding influence of London's grime



5 **POETRY SITS ENTHRONED UPON THE GABLE END OF THE ALBERT MEMORIAL: An intricate piece of mosaic which cannot be seen in any detail from the ground-level.** Emblazoned on panels beside the seated figure are the names of Homer, Shakespeare, Molière, Milton, Goethe, and Virgil. The amount of work that went to the construction of the Memorial was prodigious, and a very large part of it has been lost to view by its distance from the ground. The canopy bears in blue mosaic letters on a gold ground the inscription: "Queen Victoria and her people to the memory of Albert, Prince Consort, as a tribute of their gratitude for a life devoted to the public good"

5 **MODELLED UPON AN EASTERN SHRINE:** The Albert Memorial, ignored by many and labelled by some as a hideous monstrosity, contains a wealth of intricate detail which, as the picture on the left shows, is brought out admirably by the long-focus camera. The Memorial was erected by the English nation at a cost of £120,000

7 **VANE IN VANE: The compass points of this weather-vane on palatial County Hall are shown to be in need of orientation. From the ground no fault is discernible, but the long-focus lens shows that the north is to the south, and vice versa**

6 **TOWERING ABOVE THE "CLIFFS" OF LUDGATE: The golden cross of St. Paul's Cathedral, a close-up achieved by "Long Tom" over 360 ft. below in St. Paul's Churchyard**

6 **THE GREAT GOLDEN CROSS OF ST. PAUL'S:** It stands 363 ft. above the pavement, an inspiration to Londoners both in times of peace and war

7 **COUNTY HALL, WESTMINSTER:** The vane at the topmost point provides another of the close-ups of the long-focus camera, and incidentally, reveals that it is wrongly orientated. It is shown on the left of this page

8 **ST. MARY-LE-BOW AND ITS DRAGON WEATHER-VANE:** One of Wren's masterpieces and one of many Wren churches which was a victim of the blitz. The weather-vane is the subject of the close-up on right

8 **THE DRAGON IS 8 FT. 10 INS. LONG:** "Long Tom's" close-up of the weather-vane adorning Bow Church. A curious old rhyming couplet foretold that "when the Exchange grasshopper and dragon from Bow shall meet—in London shall be much woe." This improbable meeting actually took place in 1838, when the two vanes were sent to the same yard for repairs

9 **ON THE SUMMIT OF THE VICTORIA TOWER:** The Houses of Parliament flagstaff, a cast-iron crown 3 ft. in diameter, is a mere dot to passers-by. One of the few people who see it close up is the Ministry of Works employee who has to climb the 504 steps inside the tower to hoist the flag when the Speaker takes the chair

H.M.S. "SUSSEX" CELEBRATES HER TWENTY-FIRST BIRTHDAY

And Other Home News in Pictures

THE RETURN TO BRITISH WATERS OF H.M.S. "SUSSEX," AND THE COMING-OF-AGE PARTY HELD ABOARD THE CRUISER: *Left*—**Friends and relatives of members of the crew cheering the arrival of the 10,000-ton County-class cruiser when she returned to Portsmouth after a two-years commission in the Far East.** *Right*—**The Duchess of Norfolk cutting the cake during the birthday party to celebrate the anniversary of the launching of the "Sussex" twenty-one years ago**

Admiral Sir Stuart Bonham Carter, Vice-Admiral R. V. Symonds-Taylor, Rear-Admiral H. T. England, Rear-Admiral A. R. Hammick and Captain G. T. Lambert were among the past commanding officers of H.M.S. *Sussex* at the party held on board the *Sussex* to celebrate her coming-of-age. Also present were Sir Philip Johnson, chairman of Hawthorn Leslie and Company, the Newcastle builders of the ship, and Mr. Oscar Sands and Mr. J. A. Taylor, two of the firm's workmen who had helped to build her. The Duke of Norfolk, one of the leading landowners in Sussex, and the Duchess of Norfolk were among the representatives of the county which gave the warship its name, and a message of good wishes was sent by the Duke of Gloucester. The *Sussex* had an adventurous career during the war, operating in the South Atlantic and also escorting the northern convoys. In 1940 she was set on fire and damaged by bombs while lying in Glasgow Docks. Together with her sister-ship the *Norfolk* she was designed by Sir William Berry

UNVEILING THE PLAQUE AT RAINBOW CORNER: Brigadier-General Julius Holmes, the United States Minister in London, drawing aside "Old Glory" and the Union Jack to reveal the plaque commemorating the Shaftesbury Avenue rendezvous of American Servicemen during the Second World War. The Rainbow Corner is now a restaurant. For a while it was used by the Ontario Government Emigration Department

PROBING THE SECRETS OF THE DARK UNFATHOMED CAVES: Four amateur frogmen, who were helped in donning their equipment by girl students of Sheffield University, seen as they prepared to explore the subterranean waters in Peak Cavern, Castleton, Derbyshire. The frogmen—a London motor-car salesman, a mining engineer from Bristol, a research chemist, and a lecturer at Sheffield University—attempted to see what lay beyond a cave they discovered some weeks ago. This meant swimming and diving in streams 600 ft. down. To reach the cave they had to cross a water barrier of 330 ft., and swim 200 ft. under water because the rock roof came close to water-level. They kept in constant touch with their base, near the entrance to Peak Cavern, by means of a field telephone

THE RACEHORSES IN THE CARE OF FRED ARMSTRONG MOVE FROM WARREN PLACE TO ST. GATIEN, NEWMARKET: Part of the string parading at the new headquarters. Armstrong now has a smaller string of the Gaekwar of Baroda's horses than hitherto, because the Indian ruler has slightly reduced his racing interests; but Armstrong will have just as many horses in training this year, as there is a host of patrons anxious for his services. The Baroda horses still remaining with Armstrong are expected to gain some of the big Turf prizes once again

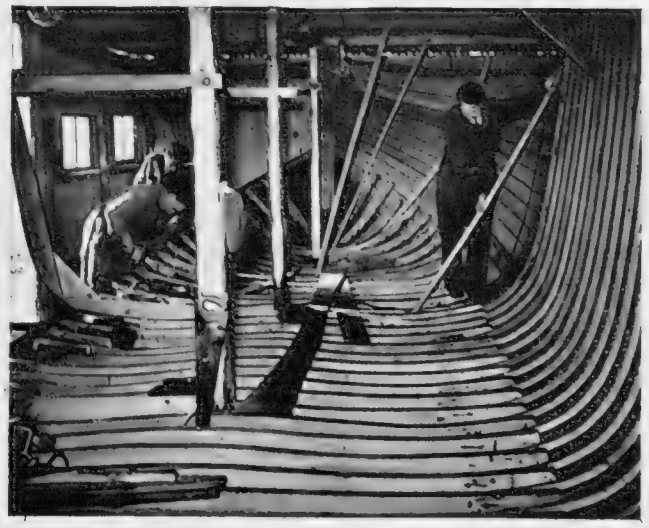
GOOD-BYE TO WARREN PLACE: Fred Armstrong's string leaving their Newmarket training stable for St. Gatien, their new quarters, less than a mile away. St. Gatien has seventy boxes, eighteen more than there are at Warren Place

A HOME-GROWN FLAGSTAFF: This eighty-eight-year-old Douglas fir, grown in the New Forest, is being erected at Northerwood House, Emery Down, Lyndhurst, the Forestry Commission Depot in Hampshire. The flagstaff weighs over three tons and is 108 ft. long. Home-grown firs of this length and straightness are a rarity indeed, and this is certainly the largest that has come from the New Forest in recent times

THE LURE OF THE F.A. CUP: After the announcement of the draw for the sixth round of the Football Association Cup, when Manchester United, last year's Cup-holders, found themselves pitted against the lowly but all-conquering Hull City, great crowds of football enthusiasts trekked out to the Manchester United ground at Old Trafford, hoping to get tickets for the tie at Hull. Exactly the same enthusiasm has been prevalent at Hull, and there player-manager Raich Carter had to appeal to townfolk "to leave our players alone and to stop pestering them for tickets." In the fifth round Manchester played Yeovil, the West Country team which had previously beaten First Division Sunderland

A NATURAL HISTORY LESSON FOR CHELTENHAM SCHOOLCHILDREN: Major K. Priestley, of the N.S.P.C.A., lecturing with the aid of Brownie, the brown owl which is being taken on a round of local schools. When only a fledgling, the bird flew into an hotel window, and was handed over to the R.S.P.C.A. clinic. It has become quite tame, and is something of a problem, as it would be quite unable to return to wild conditions

INAUGURATING THE NEW TRUNK ROAD THROUGH SOUTH WALES: The scene at Earlswood, near Neath, as Mr. Alfred Barnes, Minister of Transport, launched the new project which will provide direct access to Swansea Docks and will serve industry in the South Wales Development Area. The road will take 500 men two-and-a-half years to build and will be used by an estimated 7,000 vehicles every day. The total width of the road, with its dual carriageways, cycle tracks and footpaths, will be 90 ft. Speaking at a luncheon given by the Road and Bridges Committee of Glamorgan County Council, Mr. Barnes declared that the group of ports in South Wales had in the past lacked the degree of accessibility to the wealth-producing areas of Great Britain which Liverpool and London had enjoyed. In a few years' time, he said, the Government would be ready to carry out a full programme which would make a big contribution to the prosperity of South Wales. It included the continuation of the coastal road into the heart of Swansea, the completion of the Neath by-pass, the possible extension of the present works in an easterly direction to form a by-pass to Port Talbot



A 50-FT. BOAT IS BUILT IN A BARN: *Left*—The barn at Pevensey where the "Eastbourne Queen" is under construction, and (*right*) a view of the work in progress. This fishing and pleasure craft, is being made by Mr. R. Pragnell, who has had to overcome several problems. The barn, for instance, was too small to take the keel, so one end had to be knocked down and an extension built. This extension is shown in the left-hand picture. When the boat is finished, next May, Mr. Pragnell will have to knock down the extension walls to get her out. The vessel will then be transported across the fields to the water

TOWARDS PRISONS WITHOUT BARS

The Progress of Penal Humanization

By CHARLES GRAVES

NO fewer than 34,000 men and women were discharged from the prisons of Great Britain last year. Of these, 25,000 have already secured jobs, thanks very largely to the Prisoners' Aid Society. But how much longer it will be possible to persuade industry to absorb this kind of labour remains to be seen. From 1939 to 1946 there were jobs waiting for any able-bodied man or woman irrespective of their record. To-day employers are once again inclined to become slightly more chary about utilising their services. Credit must still be given to many of them for "taking an interest" in persons recommended by the Prisoners' Aid Society. But they are careful how they employ them and, for example, keep the new employee away from the cash desk if his previous lapse was due to some financial weakness.

Interestingly enough, the rarest type of prisoner is a gardener. Farm labourers and foresters are also seldom in trouble, unless they are Irishmen who have done something foolish when drink-taken. In the case of men employed on the land, they go back to their farm, miners return to the pits, mill hands usually go back to the mill, clerical workers, with the exception of bank clerks, usually go back to the same kind of job, if not to exactly the same one. Railwaymen, however, can never return to the railways nor postmen to the G.P.O.

To-day 90 per cent. of discharged prisoners ask for employment or financial assistance or aids to reconciliation with their wives when they come out of jail. In the case of doctors who cannot, of course, go back to doctoring, or solicitors who cannot go back to the law, as much as £20 may be given out of a special Government grant to set them up afresh in some other job.

To-day the prisons are fuller than ever. For, although it is only possible to put something over 12,000 men and women into separate cells, there are well over 20,000 people in prison. The result is that in many cases three or four (never two) occupy the same cell. In some ways this must definitely lighten the feeling of solitude for hours at a time. At the same time the prison commissioners do not like it, if only because of the complications caused to the sanitary arrangements. In all, there are thirty-three ordinary prisons, together with the convict prisons of Dartmoor, Leyhill, Parkhurst and Aylesbury (the latter for women). It is here that the people condemned to penal servitude have to pass their time.

Next month, however, the new Criminal Justice Act will come into force. This abolishes penal servitude, and it will be interesting to see what effect it will have on malefactors. All convicts will on April 18 become ordinary prisoners, and thereafter nobody will be condemned to penal servitude.

The new Act lays down that where a prisoner who is not less than twenty-one years old is convicted of an offence punishable with imprisonment for a term of two years or more; and has been convicted on at least two previous occasions since the age of seventeen for equally heinous crimes, the court may pass a sentence of corrective training of not less than two nor more than four years. When a person who is not less than thirty years of age has been convicted of an offence punishable with imprisonment for a term of two years or more, and has been convicted of similar crimes on at least three previous occasions since he attained the age of seventeen and was at least thrice sentenced to Borstal training, imprisonment or corrective training, the court may pass a sentence of preventive detention for not less than five but not more than fourteen years.

In other words, penal servitude, which previously meant a sentence of no less than three-years imprisonment, has been altered to a sentence of corrective training or preventive detention. As present arrangements stand, a man who has been released from penal servitude has to report to the police once a month any change of address for the period of his remission, during which time he cannot leave a town without permission of the police; and even when this is granted he must report immediately to the police of the new town which he graces with his presence. Under the new Act a man need only report to the Prisoners' Aid Society.

There has been a good deal of public attention drawn recently to the "prisons without bars." In fact, Wakefield Prison has been in existence since 1934. There is also the recent transformation of Maidstone into a prison without bars, together with Askham Grange for women. It was in Maidstone that Horatio Bottomley was making a rockery on his hands and knees when a voluntary prison visitor recognised him.

"What are you doing? Sowing?" he asked.

"No, reaping."

Any prisoner who is sentenced to not less than nine-months imprisonment may be selected by the governor of the prison to which he has been sent for a transfer to Wakefield or Maidstone. As the prison reformers consider that a minimum period of five months in one of these training centres is required, the chances are that the selected man may be only six weeks in an ordinary prison before transfer. Life there, particularly in the camp at Aldington, near Ashford, is far from unpleasant, and there is little doubt that its atmosphere has helped men to "find their sense of responsibility to society." During the day the men work on the Romney Marshes. In the evening there are classes, correspondence courses and discussion groups on the same lines as those organised in the main prison at Maidstone. The men attend the local church and are allowed to take walks in the countryside within reasonable bounds during the week-ends. They are permitted to buy a certain number of cigarettes; they can listen to the radio, but they are not allowed alcohol. No wonder that infinitely few of them attempt to escape.

SEWING MAILBAGS OUTSIDE THEIR CELLS UNDER THE WATCHFUL EYES OF A WARDER: This is an episode from the film version of the successful play "Now Barabbas." A realistic reproduction of one of the halls at Pentonville has been set up at the Teddington Studios for the film, and a former prison chief officer, Mr. George Blake, has been brought in as technical adviser. On the left of the picture is Ronald Howard, son of the late Leslie Howard, who made his first film in 1946, "While the Sun Shines"

As for statistics, 88·9 per cent. of first offenders (known as star prisoners because they wear a red star on their sleeve) who were in Wakefield Prison between 1937 and 1944 have given no further trouble, and 75 per cent. of the spot prisoners (men who are doing their second or more sentences wear a black spot on their sleeve) have similarly mended their ways. Prison authorities regard this as a very high percentage. All of which is a far cry from 1699, when, 250 years ago, an investigation into Newgate prison reported as follows:

"The Vices and Immoralities of Prisons appear to be these following:

(i) The personal Lewdness of the Keepers and under Officers themselves, who make it their business to corrupt prisoners, especially Women.

(ii) Their confederacy with Prisoners in their vices.

(iii) The unlimited use of Wine, Brandy, and other Strong Liquors, even by condemn'd malefactors.

(iv) Swearing, Cursing, and Gameing.

(v) Old Criminals corrupting New-comers.

(vi) Neglect of all Religious worships."

Which shows that Gay's *Beggar's Opera* was in no way exaggerated when it presented Polly Peachum and the highwayman having a wonderful time together.

Of the 321 prisoners discharged from Maidstone in 1947; 62 required no financial assistance, 45 were found new employment by the Maidstone Committee, 5 actually returned to their old employment, thanks to this committee, 125 either returned to their former employment or found a new job for themselves, 32 were returned to H.M. forces or enlisted voluntarily, 18 others were given jobs with the Ministry of Labour after training in engineering, bricklaying or painting courses.

Actually, the work of the Prisoners' Aid Society (in full The National Association of Discharged Prisoners' Aid Societies) begins on the day after a man enters prison. He receives a call from the welfare officer, who explains to him that he will do everything in his power to help to keep his home going for him in his absence. Reconciliations between husbands and wives, parents and their sons, the postponement of payments on hire-purchased goods until the breadwinner returns, the provision of clothing to children and expectant mothers; pleadings with employers for a new chance, and general advice in one hundred and one ways are all part of the service.

Often a great deal of patience and detailed work is required before things are settled, but there can be no doubt that they are worth the effort.

Since last year a revised scheme for co-operation with the Ministry of Labour and National Assistance Board has come into operation. This enables the discharged prisoner to approach the authorities with the minimum of inconvenience and delay. More important still, this method prevents any discharged prisoner from having to reveal to the officials at the offices of the Ministry or Board (perhaps in the hearing of other applicants) the fact that he has recently been in prison.

True, there has recently been a number of letters in *The Times* complaining of the bad effect on youngsters, recently called up, caused by men who have been in prison and have led them astray. The difficulty is that if a prison sentence acts as an inoculation against conscription there might be a even bigger crime wave than at present. At the same time, it seems very harsh that perfectly good youngsters should be unknowingly associating with former malefactors, who in some cases have not definitely decided to go straight in the future.

In the meantime, nearly a year has passed since the police of the country were promised an investigation into their rates of pay and hours of work. In the old days one of the major attractions of entering the Force was the pension of £3 a week available at a comparatively early age. Until that pension is increased to cope with the present cost of living and the rate of pay also raised considerably, there is no inducement for men to join the Force, which is now so hopelessly undermanned.

Because the majority of the present type of malefactors have never been in prison before, there is no record of their finger-prints, which has thus caused a considerable breakdown in the apprehension of criminals. For the extraordinary success of the finger-print department of Scotland Yard and elsewhere has in a way proved its own undoing. Before the war, when most of the criminals were known, the police were able either to check on their finger-prints and then do a simple sum of mathematics. It is well known that a pickpocket specialises in pickpocketing, and never turns cat burglar and *vice versa*. But even cat burglars have their own peculiarites, so all that experienced police officers had to do was to check what individual men likely to have committed any given crime were in prison, and then investigate the alibis of the rest. In this way it was not difficult to find the man who had done the job. Good-bye to all that. The vast majority of malefactors are to-day unknown newcomers.

Everybody must be in favour of humanising the prisons, a process which, I gather, is likely to be extended considerably—Maidstone and Wakefield being merely the forerunners of prisons without bars now officially called training centres. But whether this reduction in the stigma of a prison sentence will do as much good in turning malefactors back into good citizens, as it may do harm in becoming less of a deterrent to headstrong youths, is a matter of grave conjecture. It is certainly a bold experiment.

RESTORATION OF AN ELIZABETHAN HOUSE

Work Begins on "Elizabeth House" in Midhurst

THE NEW OWNER VIEWS "ELIZABETH HOUSE": Mr. Arthur Visick, an engineer living at Midhurst, in Sussex, bought the house when it was auctioned a short time ago. "Elizabeth House" contains some of the finest timber-framing of any small house in the country. The ground-floor window is of fairly recent date. It is to be replaced by one of Elizabethan style to conform with the rest of the building. The work will take some months to complete

TIMBER FRAMING IN ONE OF THE EAST ROOMS: These fine beams were revealed when layers of old wallpaper, a thick canvas and sheets of 100-year-old newspapers were stripped away. Many nails in the timbers were found to be of the original hand-made type

AN ANCIENT, WINDING STAIRCASE IN "ELIZABETH HOUSE": It leads to the garret of the house, which, until a year ago, was inhabited for many years by a blacksmith. It was found to be in very poor condition and the outside of the building was covered with plaster, which is now being removed

DISCUSSING THE RESTORATION OF THE STEPS LEADING TO THE GROUND FLOOR OF "ELIZABETH HOUSE": As the work proceeds, new discoveries are constantly made. In the basement, an old lead pump was brought to light and was found to be in working order. The sink was connected to an old sewer, which led into a pond, but it is now part of the main drainage

Restoration work has begun on the "Elizabethan house," at Midhurst, which is believed to have the most beautiful timber framing of any small domestic building in the country. For many years this house, which is now to be known as "Elizabeth House," was inhabited by a hermit blacksmith, who died last year. Recently auctioned, it was bought by Mr. Arthur Visick, who has decided to restore it completely. It is expected that the work will take several months.

At the time of the death of the hermit, the inside of the building was covered with thick soot, and the outside was faced with old plaster, which is now being removed. The removal of the dilapidated plaster uncovered a very fine example of oak timber framing. This framing, elaborate, symmetrical, well-proportioned, and with bold, sweeping curves, is the work of an artist as well as a craftsman. The house once extended farther northward, for on the outside of the present north wall of mellowed, but much defaced brick, can be seen the outline of a flattened arch. This may once have been a Jacobean fireplace.

When the building was sold, an extraordinary provision was pointed out. The house was sold subject to a ground rent of "Sixpence a Year for Ten Thousand Years." The object of the strange terms of the lease which began in 1760, was to retain for the seller the Parliamentary vote attached to the site.

New Lamps and Old

WHEN LONDON WALKED IN DARKNESS

The Slow Progress of Urban Illumination By JOHN GORE

LIGHTS O' LONDON.—It is an odd reflection on the youth of London's municipal civilisation to realise that the attainment of barely adequate street lighting of the capital is within the memory of men still living. The history of London's progress to that obvious convenience is well documented, and seems to reveal a curious reluctance on the part of Londoners to allow scientific progress to interfere with Nature or to disturb the night peace of the cut-purse and the garrotter, the burglar and the killer. At any rate, it seems to prove the conservatism of the Cockney and to explain his remarkable adroitness during periods of enforced black-out in war—and peace. The Londoner still has the eyes of a cat, inherited from far-from-remote ancestors.

In Restoration days the citizen who was abroad after nightfall took his life in his hands. Every second step landed him in a pothole, full of mud; the attics still overhung the lower floors, and under cloak of night the housewife got rid of her slops on to the night-prowler's unhappy head. Even to-day in old Edinburgh the warning cry of "Gardy-loo" (*gardez l'eau*) is not entirely unknown. Except for the lanthorn of the Watch, there was no light of any kind in the streets of London. But, odder still, when a pioneer in the 1670's submitted to the civic authorities a primitive scheme of town lighting—which guaranteed for a fee the maintenance for three nights a week of a lanthorn before every tenth house in the city—the proposal was received with almost universal hostility. The British race then was nothing if not conservative. It is almost unbelievable that every tavern in Fleet Street rang with the scandal of this attempt to "interfere with the freedom of the citizen," to "go against Nature." In the face of the storm of protest, the proposal was dropped and London remained benighted, to the joy of the cut-purses.

Thus in 1718 Lady Mary Montagu compared the Paris streets, with their uniform system of lighting, with our own primitive darkness and expressed her astonishment at our savagery. It was not till 1780 that any substitute for sperm oil as an illuminant was considered in England, and even that substitute was not mineral oil. A man called William Murdoch about this time succeeded in lighting his house at Redruth with coal gas. His idea travelled east as far as Birmingham, but got no farther. Birmingham streets were lit by coal gas in the 1790's. At this time London had only a very limited system of sperm-oil lamps.

In 1807 the first experiment in gas-lighting was made in London. One side of Pall Mall was laid for gas and the experiment was successful and soon extended to the main streets of the capital. Fifty years were still to elapse before mineral oils supplanted vegetable and animal oils as fuel for domestic lighting; it is a startling fact of history. In the 1820's some of the larger country houses began to experiment in gas-lighting, and there is a jocular reference in Creevey's letters of 1825 to the failure of the gas at Lambton.

Electricity.—By 1870 the gas companies were booming, but before the decade closed a new and unknown rival caused a slump in their stock. In '79 the Albert Hall was experimentally lit by electric light. It was moderately successful. In '80 the Thames Embankment was electrically lit, and the records of the Junior Carlton Club show that in '81 an "electric accumulator" was installed by this pioneer of Clubland. In '82 electrical lighting was on every lip, thanks to the Edison Exhibition at the Crystal Palace.

But ten years more elapsed before a permanent electric-light system was working in London streets. In the summer of '92 Queen Victoria Street depended solely on the tender mercies of this mysterious power. Of private houses Hatfield was among the first to be lit by electricity, thanks to Lord Salisbury's deep interest in scientific progress.

It is all so recent, though we seem never to have known the dark age when we groped our way from street to street and from room to room, except in the emergency of war. Yet to walk in darkness for a large part of their days has been the fate of men still living. Only a very few years back, one might have observed limping into the Travellers' Club an old gentleman with a snow-white beard, Mr. St. George Lane Fox, and, indeed, he was not so very old. To him as much as to any other Englishman was due the credit for perfecting the carbon filament bulb which has made electric-lighting a successful rival of gas-lighting.

Those of you who are young—who may chance to read these words—will perhaps recall the legends of pea-soup fogs, the like of which you have rarely seen or smelled, which darkened the days of my youth. Now perhaps you will better understand our dread and terror of those visitations, and will appreciate the importance of the ancient profession of link-man, the bearer of a resined torch, who for a fee guided home your benighted uncles and aunts. One or two of his extinguishers are still in place beside the shabby doors of Berkeley Square houses. But, of course, those extinguishers were fixed for members of the guild of linkmen, whose work was continuous all through the eighteenth century and not merely a fog-service as it was in the nineteenth century.

In Darkness Still.—The conservatism of our seventeenth-century London ancestors in the matter of lighting is still a potent inherited quality of our race. There can be no other nation so backward as regards electricity supply. Austrian peasants and Swiss who come over here to-day for domestic service regard us with astonishment as barbarians. And justly; for the present difficulties are merely the result of war. But in the '30's rural electricity undertakings were just as reluctant to increase their subscribers as are now public utilities. For twenty years light and power facilities have been halted within half a mile of my house (one of a score of clamorous would-be subscribers), but no prayers or arguments have ever succeeded in bringing this (elsewhere commonplace) necessity any nearer. Prejudice and conservatism die hard, and it seems that those in England who control electricity supplies have been the last to acquire any strong faith in the efficacy of the invention.

In so far as lighting and heating are concerned, therefore, I think perhaps Mr. Morrison in his recent jibes at the "dead hand" of the older political parties in local government was justified, at any rate, in rural areas. But I confess I yet see no sign of Socialist activity to bring light to those who sit in darkness, in West Sussex at any rate.

IT ALL DEPENDS ON AGITATION: A new dumbbell-shaped bulb has been invented by Mr. James L. Cox, Vice-President of the Duro Test Corporation, which works by chemical reaction stimulated by movement and requires no electric current. Sealed in the bulb is a combination of liquid mercury and phosphor particles in an atmosphere of rare gas at low pressure. When shaken these chemicals produce light, and the bulb is being tested with a view to using it in cars, planes, ships and trains

IS THIS PART OF THE BURIED CITY OF KENFIG?

THE RUINS OF A BUILDING OF NORMAN ORIGIN BROUGHT TO LIGHT AT MARGAM, IN SOUTH WALES: These ruins, which were beneath 70 ft. of sand, may have been part of the buried city of Kenfig, which was engulfed by a sandstorm about the year 1400. Part of the same building was unearthed in 1898 by one Thomas Gray, who called it the Hermitage of Theodoricus. Gray was unable to complete the task owing to the high pressure of water

THE NORMAN ARCHWAY AT MARGAM: Experts from the National Museum of Wales have lately visited the site and are agreed that the ruins are probably part of a small monastic building which was attached to Margam Abbey

THE RECTANGULAR WINDOW: Another part of the building unearthed at Margam

In the twelfth century Kenfig was a thriving seaport city on the coast of South Wales, but the sands engulfed it, some say by steady incursion, others say in a great storm which overwhelmed it in a night. Many are the legends in Glamorganshire about old Kenfig, and in the last century there was a certain amount of excavation work there. Lately the site has been taken over by the Steel Company of Wales, now engaged in building a giant strip mill, and industrial excavation once again reveals part of the Norman ruins. Experts believe that further excavations beneath the sand dunes may bring to light parts of the ancient city, and developments at Margam will be watched with interest by the National Museum of Wales. A considerable saving of time has been achieved on the Margam site by removing the sand by mixing it with water and pumping it through a pipe-line. Sand can be pumped at the rate of 400 tons per hour

CARNIVAL NIGHT IN AN IMAGINARY ISLAND CALLED MALTA: One of the colourful scenes from Gilbert and Margaret Hackforth-Jones's comedy, "Sweethearts and Wives," at Wyndham's Theatre. Left to right in this picture are Jack Raine, Patricia Burke, Noel Johnson (until lately "Dick Barton" of radio fame), Jessie Matthews, Jane Cotton, Brian Nissen and Tilsa Page

LAST WEEK'S FIRST NIGHTS

"Sweethearts and Wives" at Wyndham's Theatre; "The Foolish Gentlewoman" at The Duchess Theatre

London theatre-goers saw two new comedies — Gilbert and Margaret Hackforth-Jones's *Sweethearts and Wives* at Wyndham's Theatre, and Margery Sharp's more thoughtful *The Foolish Gentlewoman* (from her novel of the same title) at the Duchess Theatre, with Sir Lewis Casson, Dame Sybil Thorndike and Mary Merrall in the leading parts. *Sweethearts and Wives* was first presented by Jack de Leon at the "Q" Theatre last October

JESSIE MATTHEWS TAKES A LIGHT FROM "DICK BARTON": She plays a conventional naval wife in the naval comedy. *On left*—A/B Rivers confronts Captain Ponsford-Beckett. 6 ft. 3 in. John Westbrook and Jack Raine in "Sweethearts and Wives"

"A COMPANION CAN'T BE CONSIDERED GOOD-NATURED BECAUSE, WHATEVER SHE DOES, HER EMPLOYER REGARDS IT AS PAID FOR—AT THIRTY POUNDS A YEAR": Mary Merrall and Isabel Dean in a scene from "The Foolish Gentlewoman"

"ANOTHER LADY IN THE PLACE . . . WELL, YOU NEVER KNOW, DO YOU?" Mona Washbourne addresses Lewis Casson. Left and right of the central figures are Enid Lindsey and Dame Sybil Thorndike in Margery Sharp's new comedy, "The Foolish Gentlewoman," at the Duchess Theatre

SIR LEWIS CASSON AND DAME SYBIL THORNDIKE IN "THE FOOLISH GENTLEWOMAN." *The Foolish Gentlewoman* is Margery Sharp's latest play since *The Nutmeg Tree*, which was made into a film with the title of *Julia Misbehaves*. First conceived as a play, Miss Sharp decided to write *The Foolish Gentlewoman* as a novel. While writing it she began the play, and the two works were finished together. Dame Sybil Thorndike read the novel and wrote to Miss Sharp suggesting that it would make a good play. She received the script by return of post. This prolific writer had another first nigh last week—the première of her latest film, *Britannia Mews*

The World of Books—By VERNON FANE

REVOLUTIONARY RUSSIA AS BACKGROUND FOR A NOVEL

Mrs. Markoosha Fischer's Story of the Haves and the Have-nots of Moscow

THE scope of Mrs. Markoosha Fischer's novel, THE NAZAROVS (Gollancz. 12s. 6d.), is very wide, as it embraces not only the Russian scene from 1905 to the end of the Moscow siege in the last war, but also the rise, fall and renascence of a Russian family, together with their husbands and wives and some of their dependants. Nevertheless, the story is not confused and the author has been able to sustain the reader's interest, if not his constant sympathy, throughout several hundred pages.

The Moscow in which the book opens is a city deeply and bitterly divided between the "haves" and the "have-nots." The rich merchant family of Nazarov have every advantage except nobility, and even that they hope to achieve through intermarriage. They are shaken but not deeply affected by the abortive revolution of 1905, and it is not until 1917 that their habit and manner of life crashes about them, ruining them with thousands of others. As the book closes, the revolutionary movement has already begun to create its own castes and privileged classes.

Mrs. Fischer was born in Russia herself and was connected with many Bolshevik leaders until the purges of 1937 to 1939, when her disillusionment with the régimé grew and culminated with her leaving Russia in 1939.

ABSENT WITHOUT LEAVE (Heinemann. 10s. 6d.) is the story of a soldier, but not one in the heroic mould. In spite of which it is as entertaining a novel as you could read and, if one accepts the fact that there may be soldiers who use their ingenuity and their endurance for other purposes than fighting the enemy, then one will find the story remarkably good reading. It is, in other words, the saga of a deserter who journeys from Durban to Johannesburg and back, by ship to India, up to the hill country, with brief stays with missionaries and maharajahs, thence to Iraq, the Lebanon, Egypt, and finally, by a grievous mistake, into the Italian campaign, where he behaves with such gallantry that he is offered a decoration and a staff job.

Much of this book is hilarious, more of it is exciting, and the general result is an adventure story with great pace and a superb itinerary.

Do you remember gremlins? If you don't, Mr. Roald Dahl will not only refresh your memory, but will tell you more about them than you thought there was to know. SOMETIME NEVER (Collins. 8s. 6d.) is an amusing novel in part, and in part a horrifying one, and it is written with considerable imagination, but it will mainly be remembered, I think, as a history of The Compleat Gremlin and his organisation.

WISTERIA COTTAGE (Gollancz. 8s. 6d.) is as grim a little fancy as I have met for a long time: Mr. Robert M. Coates's tale is of a criminal lunatic who ingratiates himself with a family of a mother and two grown-up daughters and then plans to kill them, for what seems to him their lack of appreciation. He kills the mother in the end, and one of the daughters and a sixteen-year-old boy who happens on the scene. He kills them slowly and clumsily, and the killing is the climax to the many chapters in which his sensations and reactions have been faithfully noted. It is sensational and effective and thoroughly nasty.

When Joseph Shearing writes on a quiet theme, even one as unpromising as the retired life of a maiden lady in Victorian Portsmouth, he is still able to convey with the first chapter overtones of mystery and approaching drama. In his new novel, MIGNONETTE (Heinemann. 9s. 6d.), the opening is on a restrained note, the picture painted in the softest of pastel colours, but we know our Shearing and we wait for the first sinister note, and the first darkening of the shadows. These come in their proper course, and we start on a tale of increasing terror and confusion, with the author in control of each elaborate scene.

THE FUTURE OF THE HOUSE OF HEATHCLIFF: High Sunderland, a fifteenth-century hall near Halifax, which has recently been offered to the Brontë Society. It is believed that Emily Brontë's description of the façade of Heathcliff's house in "Wuthering Heights" was drawn from this building. Now rapidly becoming a ruin, it has been suggested that it might be restored as a literary shrine. The cost of the repairs, however, may prevent the Brontë Society from accepting the gift. Another suggestion is that the porch might be removed to the grounds of the Brontë Museum, Haworth

Mrs. Myrtle Rose White tells a story of amazing courage and even more amazing endurance, in NO ROADS GO BY (Allen and Unwin. 8s. 6d.). This is the tale of her adventures during the seven years she lived with her husband and babies in the lonely "back-blocks" of South Australia. The house that was built there was 100 miles from the nearest doctor and 50 miles from a telephone. It was surrounded by thousands of square miles of dry sand-hill country, where the rare rainfall produced good pasturage for cattle, but where droughts sometimes lasted for as long as a year.

In these bleak circumstances, and with very sporadic domestic help, Mrs. White bore babies, brought up her family and took an active interest in the stock. Her energy must have been exceptional, and so is the good humour with which she writes of her trials and successes. This book may not be the best propaganda for the delights of the Australian bush, but it leaves one in no doubt about the quality of the people who sometimes choose to live there.

THREE YEARS IN THE LEVANT (Macmillan. 12s. 6d.) has an agreeably old-fashioned flavour as a title, but it concerns some very modern activities. Mr. Richard Pearse was assigned during the war to the Field Security Service of the Intelligence Corps and sent to Syria, where it was made clear to him that he would have no trouble if he used "imagination, tact, diplomacy, mature judgment and infinite patience." It was no wonder that he found this a little daunting, or that he ruefully recalls the hints that his job would fall into the "soft" category, "which presumably included cooks, G.H.Q. clerks, batmen and hospital orderlies."

Mr. Pearse writes with a pleasant humour and with simplicity, of his years of arduous and difficult work, but his conclusions are both forthright, grave, and, in many quarters, provocative, for he holds that we can only have ourselves to blame if Russia exploits the uncertain situation in the Middle East, which would not now exist had we, among other measures, done as much for the Arab masses as we did for the Jews from Europe.

AND GAZELLES LEAPING (Michael Joseph. 12s. 6d.) is the autobiography of an Indian boy who grew up near Calcutta in a country region where he had an idyllic and yet adventurous life, and where he made friends with one of the most likeable elephants of which I have read. Sudhin N. Ghose writes spiritedly of his boyhood, and yet with a deep sense of its poetry. This is a book utterly outside the ordinary run, and I think you will find it a delight.

THE AUTOBIOGRAPHY OF LEIGH HUNT (Cresset Press. 9s. 6d.) is now republished, as edited by Mr. J. E. Morpurgo, with his introduction and notes. There are very many reasons why this life-story should be studied, since, whatever one's opinion of Leigh Hunt as a poet and playwright, he gives in this volume such a clear, and for the most part good-humoured picture of his contemporaries, the contemporary theatre and the literary scene, as well as of the great figures of his acquaintance.

Both Shelley and Lord Byron were his patrons, though he had written savagely about the latter, and his reminiscences of life with them in Italy form the part of his book which most of us will turn to first, for the freshness of its impressions, in which even the bias is at least first-hand. Some of his descriptions of the physical appearances of the poets will always have interest, more, probably, than his assessment of their qualities, and there are many unconsciously revealing lines that one cannot read without a smile.

CABINET-MAKING WITHOUT TEARS

And Some Hints on Good Taste

In the 20's and 30's of this century fashions in furniture were in part dictated by the great hire-purchase concerns. Weathered oak became the rage, and cheap veneers were on every hand. The firms which maintained the traditions of cabinet-making decreased lamentably.

During the war the training of designers and craftsmen almost ceased, and unless there is intensive technical training now and craftsmen are made aware of Britain's glorious heritage in the art of wood-working, the outlook is decidedly bleak and the rot that set in between the wars will not be stopped. The demand for furniture and fittings, for houses, shops, flats and stores, hotels, ships, libraries and churches is enormous, and if due care is not taken at this juncture we shall find ourselves drifting into an era of monstrous bad taste from which some creative genius will one day have to rescue us.

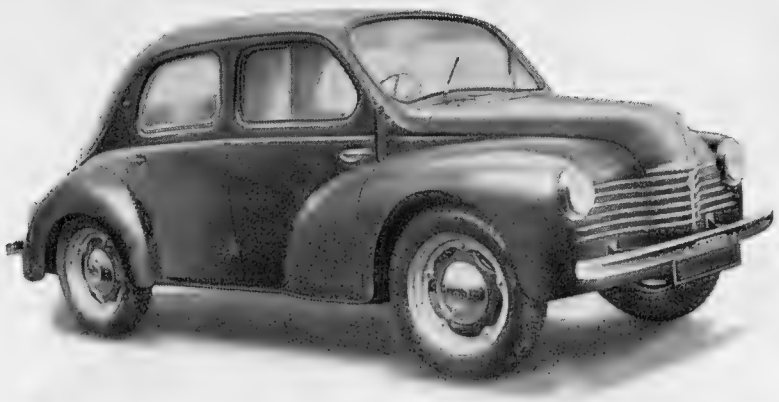
Making their appearance at exactly the right time are two vitally important books on the art of furnishing, the first largely historical and theoretical, the second up-to-the-minute and essentially practical, both complementary to each other. Ralph Dutton, continuing in his role of erudite, witty and humane guide, is the author of THE ENGLISH INTERIOR 1500-1900 (Batsford. 21s.). He starts us off when the first waves of the Renaissance were beginning to reach England from Italy, France and the Low Countries, he continues through the period of Inigo Jones and Wren to the great Palladian masters; and, having dealt with the age of the Adam brothers, traces the decline in taste, *via* Horace Walpole's Strawberry Hill, to the horsehair-sofa era of the Great Exhibition. He concludes with the hesitant improvement at the close of the nineteenth century. Mr. Dutton enjoys himself hugely in his account of Prince Albert's exhibition, where "one may search in vain amongst the wealth of furniture and ornaments in the catalogue for an object which it is not painful to contemplate." His book is at once a guide to good taste and a warning, and, like everything he has written, eminently readable. MODERN FURNITURE AND FITTINGS (Batsford. 42s.) is the work of John and Rodney Hooper. With the liberal use of photographs and measured and working drawings, they have produced a book essentially for those engaged in design and production. It is the ideal volume for the practical cabinet-maker, concerned with technique rather than with style. In all, it contains more than 1,700 drawings and diagrams. The chapter on bending plywood and associated techniques, with particular reference to the radio industry, exemplifies the relationship in modern cabinet-making of the mechanical engineer, the chemist, the designer and the craftsman. It is all the more surprising to learn in the same chapter that plywood was known in ancient times, and that the late Lord Carnarvon and Mr. Carter found furniture of this laminar construction when they opened Tut-Ank-Amen's Tomb.

The world has not known quite what to make of the character of Shelley. Differing standards of estimation have produced startlingly different results; but even among the censors of his conduct, those who have pointed most strongly to his abnormalities, there have been many writers impressed by the beauty of his character, his radiant enthusiasm, his courage, his deep generosity and his abiding sense of truth. The author of *Adonais*, whatever manner of man he was, was certainly not the typical poet of the romanticists. He was infinitely more robust than Amelia Curran's somewhat amateurish portrait of him will allow. That is the viewpoint of Morchard Bishop, who writes the introduction to THE POETICAL WORKS OF SHELLEY (Macdonald Classics. 8s. 6d.). He makes a forceful plea for us to forget the romantic myth, and expresses the fervent hope that the cinema will not, as with the Brontës and the Brownings, add to the damage already done. In selecting from Shelley's poetry, Mr. Bishop has torn nothing from its context. Some omissions have been forced upon him, however

THE BOOK OF THE ROSE (Winchester Publications. 15s.) is the work of George M. Taylor. It is a practical contribution on the theory of rose-growing, and touches also upon the historical aspect. The full-colour plates are first-rate.

No. 14 of the "How to Do It" Series is AMATEUR MOVIES AND HOW TO MAKE THEM (Studio Publications. 15s.). Alex Strasser gives a wealth of good advice mainly with the aid of contrasting photographs. He describes what equipment to buy, how to use it, and lets us into just a few of the secrets of film technique.

Reprints: ANTON CHEHOV: A CRITICAL STUDY and OF MORTAL LOVE are two new additions to the uniform revised editions of the works of William Gerhardi. They are published by Macdonald and Co. at 7s. 6d. each.



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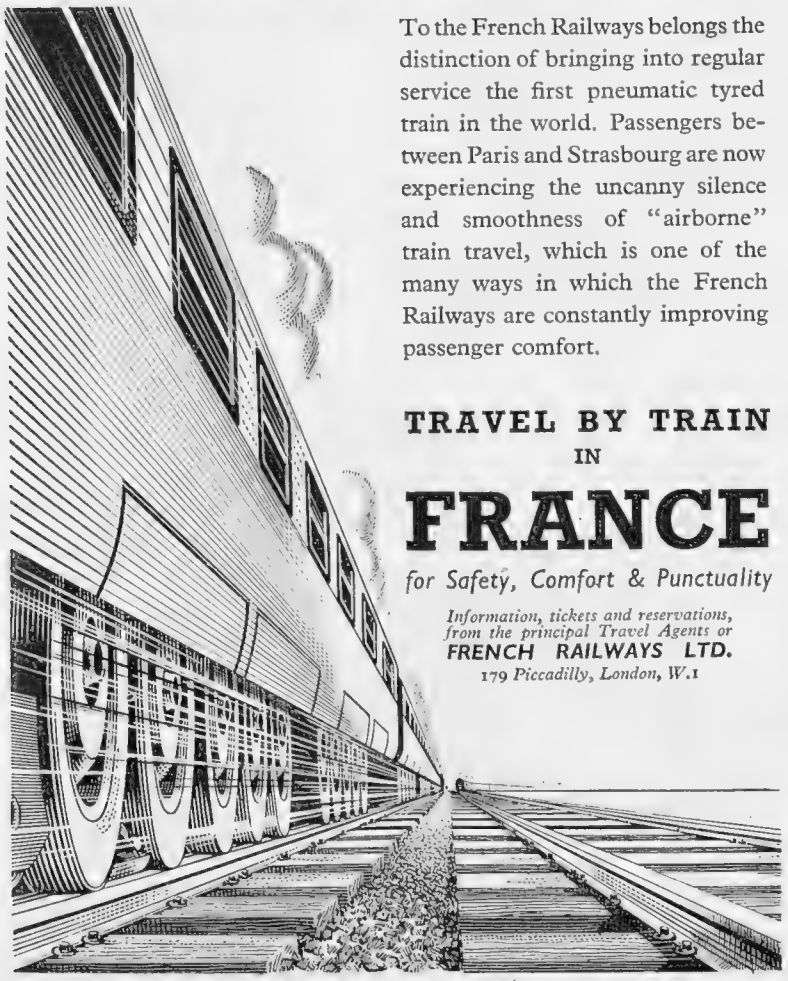

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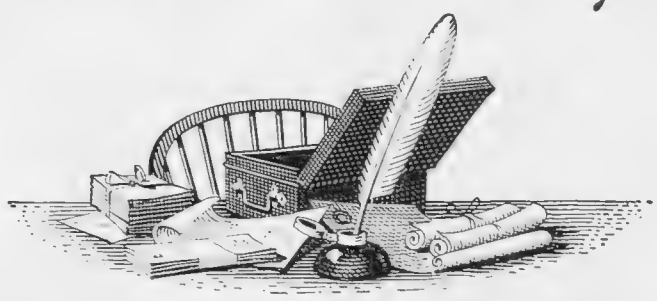

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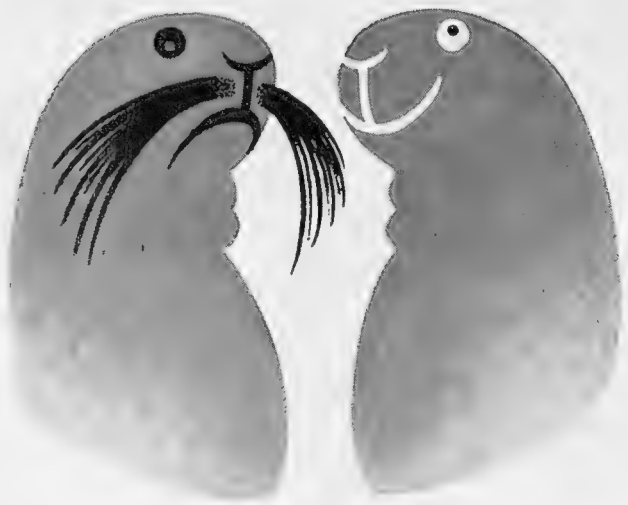

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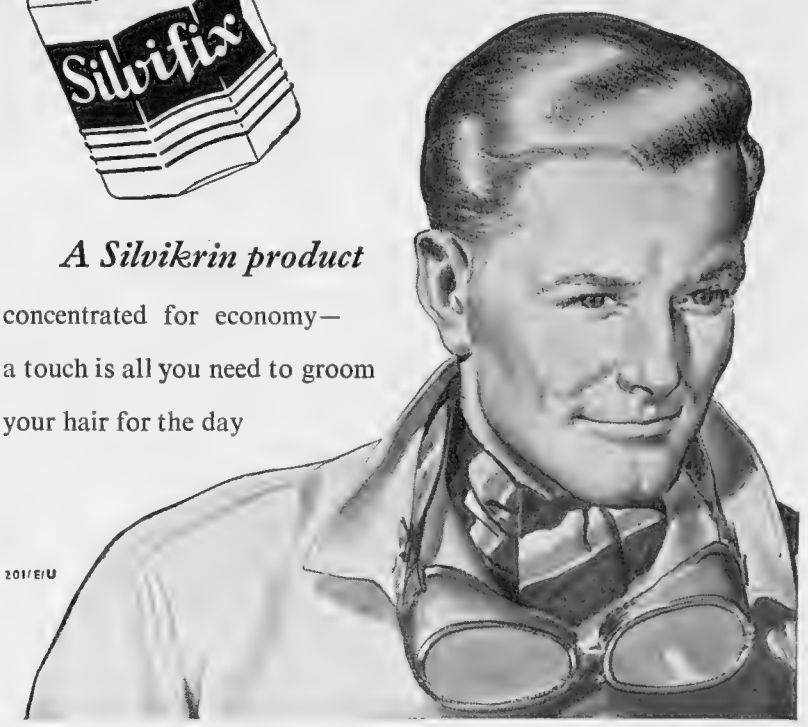

2011/E/U

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H.9

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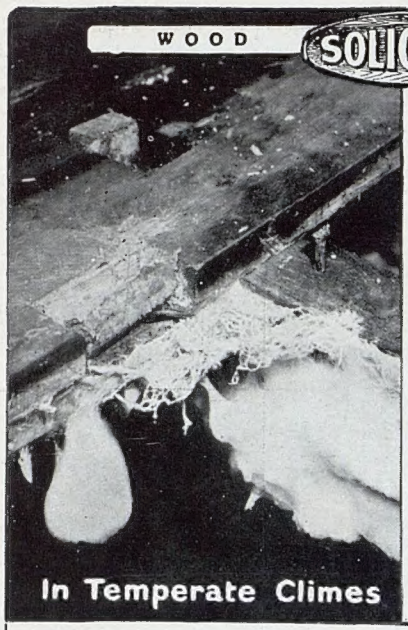

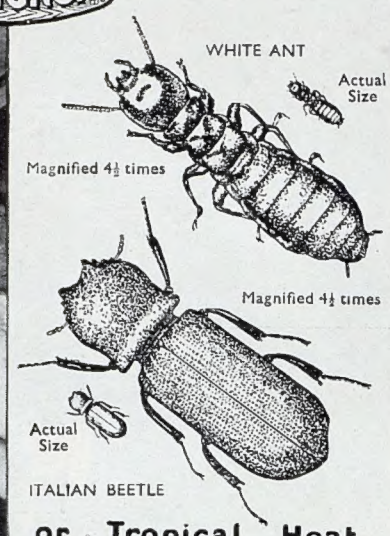

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